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The China Mail

ESTABLISHED 1845

No. 27,186 HONG KONG, THURSDAY, MAY 23, 1929. PRICE \$3.00 Per Month.

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ARSENAL GOES OVER

GREAT UNEASINESS IN CANTON

FATSHAN RETAKEN

Both Sides Tired After Two Days' Fighting

POSITION IN WAICHOW

The Canton correspondent of the "China Mail" reports that the Arsenal went over to Kwangsi on Tuesday afternoon. It was expected that there would be a fight for the Arsenal and foreigners were warned against leaving Shamen for Tungshan to play golf as fighting was anticipated at any moment. Up to the present, however, nothing has materialised, though there is great uneasiness in the City and a certain number of shops have closed their doors.

SIX TRANSPORTS EXPECTED

Our Canton correspondent adds that the Government has commandeered a great many of the local buses for transport and there has been continued activity during the past days shifting troops from the Sheklung front towards Fatshan.

Coin Shipped to Hong Kong
The Kwangtung Party have shipped \$2,000,000 in silver coins to Hong Kong during the past two days. The consequent scarcity of silver coins on the market had had the result of depreciating them from 133 to 128.

Kwangsi Reverse

[From Our Own Correspondent]
Canton, Yesterday.
The Kwangtung troops yesterday defeated the Kwangsi troops on this side of Fatshan, taking prisoner 3,400. They also, after some further fighting, re-took Fatshan, the Kwangsi forces retiring a few miles up the line from Fatshan.

Samshui Cut Off

Samshui is still in the hands of the Kwangtung troops. The Kwangsi army having made a detour to capture Fatshan. Samshui is, therefore, cut off from Canton, and foreigners there have found it difficult to procure foodstuffs. Mrs. Maas, the wife of the Commissioner of Customs in Samshui, with her two children and her sister, Miss Fowler, came by boat to Canton three days previously on account of the uncertainty of the situation and the inconvenience of lack of provisions.

Evacuation Expected

The Canton military authorities deny that Waichow, on the East River front, has again fallen into the hands of the militarists opposing Marshal Chiang Kai-shek. According to a report from a pro-Kwangsi source, Brigadier Li Mu-chi, formerly of the Cantonese Army, has again occupied Waichow and is proceeding down to Sheklung to prevent the passage of Chan Tsai-tong's main force upon the expected evacuation of the Cantonese Army from Canton.

The Canton authorities are assuring the populace that six army transports of Nanking troops are expected at Canton presently, and there will be no danger of the invasion of Kwangsi forces.

An Unconfirmed Report
Authorities at Fatshan are ordering all shops recently closed in anticipation of the arrival of Kwangsi troops to reopen. Many shops are said to be unwilling to resume business, fearing another approach of the enemy. Up to the time of writing, the report of Fatshan again falling into the hands of Kwangsi has not been confirmed.

Canton Confident

Anti-Chiang Kai-shek Kwangsi troops are again menacing Fatshan. The Canton military authorities still claim that they will be able to hold out against the enemy. There was a lull in the operations on the North River sector, both sides being tired of fighting, after the struggle of nearly two days (Monday and Tuesday).

Bank Suspends Payment
By order of Commissioner Fan Kie-mo, of the Kwangtung Bureau of Finance, the Central Bank of China in Canton has suspended payment and business.

All the funds belonging to the Canton Government will be handed over to the Government Treasury.

Outlook in North

From the viewpoint of observers, Kwangsi forces will have a hard time in regaining the places

EXTERMINATION AT HAND!

FENG'S MANIFESTO

COMMANDER OF "NATIONAL SALVATION FORCES"

"ILLEGAL NANKING GOVT."

Shanghai, To-day.
Marshal Feng Yu-hsiang has published a manifesto from Chong-chow dated May 20 announcing that he has been elected Commander-in-Chief of the National Salvation Forces and "Chiang Kai-shek's extermination is now at hand."
Marshal Feng Yu-hsiang requests the neutrality of friendly Powers. He announces that the "Revolutionary Army" will not recognise the validity of any loan or contract or agreement for munitions and aeroplanes concluded with the "Illegal Nanking Government."

He concludes by promising the protection of the lives and property of foreigners.

A War Council

General Ho Ying-ching flew in a sea plane from Hankow to Nanking in three hours this morning to participate in a war council.
In this connection it is understood that although the National forces have completed preparations, a punitive mandate against Marshal Feng will not be issued before June 1—after the burial of Dr. Sun Yat-sen.—Reuter.

A Peking Raid

Peking, Yesterday.
Tang Song-chi has gone to Nanking in response to a summons from Marshal Chiang Kai-shek.
The local military authorities yesterday raided the Peking Municipal offices and arrested five Kuomintang officials, and seized radio equipment with which it is suspected they were communicating with Marshal Feng Yu-hsiang.

Yesterday evening a telegram was received from Nanking dismissing Mr. Ho Chi-kung, who is still taking refuge in the Legation quarter, from the post of Mayor.—Reuter.

Waiting to Advance

Hankow, Yesterday.
There is very little activity locally, and owing to a censorship news from Honan is very difficult to obtain.
The Wu-Han troops have all taken position on the Han river and at Kinsan, and await only Nanking's order to advance.

It is learned that Marshal Feng has appointed different route commanders: thus
General Sun Liang-chen commands in East Honan and along the Lung-Hai railway, with his base at Kaifeng.
General Han Fu-chu commands in South Honan, and along the Kinsan railway, with his base at Chengchow.

General Shih Yu-shan commands the forces north of Chengchow.
In addition, the Kuomintang Generals Sung Chih-yuan and Liu Yu-feng have placed their armies along the eastern border of Shensi, with their base at Yulin, forming a threat against Shansi.—Reuter.

An Anti-Feng Manifesto

Nanking, Yesterday.
Tan Yen-kai, Hu Han-min, Wang Chung-hui, Tai Chi-tao and Chen Kuo-fu have issued a joint manifesto condemning Marshal Feng Yu-hsiang's subordinates for "issuing impudent circular telegrams and uttering alarming words, like lunatics," concluding:—
"We hereby solemnly pledge ourselves that we will follow the leadership of Chiang Kai-shek to attain the wishes of the late party leader in uprooting and exterminating all malefactors in the party and Government, and in enforcing discipline."—Reuter.

RIVAL STRENGTHS

List of Commanders of Divisions
In view of the conflict between Marshals Chiang Kai-shek and Feng Yu-hsiang, a review of their respective strength may be of interest.
(Continued at foot of next column.)

VALEDICTORY

OFFICIALS LEAVE NAVAL DOCKYARD

"COMMUNITY SINGING"

Last evening the members of the Dockyard Recreation Club at the Naval Yard, gathered in force to bid farewell to four of their members in the persons of Messrs.—C. Jones, master, H.M. Tug "Cherub," J. Magill, Inspector, Chief Engineer's Department, C. Boryer, Inspector Boiler Makers, Chief Engineer's Department, C. Bennett, Clerk Naval Store Officer's Department, and C. Jones, master, H.M. Tug "Cherub," who are leaving on Saturday by the P. & O. s.s. "Morea" for Home after having served periods of service ranging from four to six years.

All the departing members were the recipients of handsome souvenirs from their fellow members and friends, which took the form of silver tea sets and silver services, each being in turn presented by the senior officer of their respective Departments in the Naval Yard.

Mr. W. Bickford, Chairman of the Club, opened the proceedings with some witty remarks and appropriate references to the career of the four departing members. Mr. George Longyear contributed an excellent musical memento on the piano, and, interspersed with a bright musical programme the real business of the evening was conducted merrily.

The Presentations.
Lt.-Commander L. M. Bridge, R.N., Commander of the Dockyard, presented Mr. Jones with his gift on leaving on behalf of the members, and in the course of his remarks paid a tribute to Mr. Jones's services and in work connected with fire salvage services generally in the Colony.

Engineer Captain W. H. Michell, A.M.I.E., Chief Engineer, in presenting souvenirs on behalf of the members to Messrs. Magill and Boryer referred in happy vein, to the contrast of the departing members of his staff, and also his appreciation of their services.

(Continued on Page 7.)

1929 rainfall 9.79 inches
Average 19.52 inches
Deficit 9.73 inches
Don't waste water!

terest to the public. Their respective strength may be estimated as follows, a division numbering about 10,000 strong:

Chiang Kai-shek:
Division Commander
First Division Lin Chi
Second Division Kuo Chuk-tung
Third Division Chen Kai-sing
(Formerly under Chen Tai-chun)
Fourth Division Mao Zui-shan
Fifth Division Sung Shih-fai
Sixth Division Pang Chih-ling
Seventh Division Wang Chun
Eighth Division Chu Shao-hang
Ninth Division Chiang Ting-wen
Tenth Division Pang Ting-yue
Eleventh Division Mao Zui-shan
Twelfth Division Chin Han-tung
Thirteenth Division Sha Tao-yin
Strength under direct command of the Nanking Government, not necessarily Chiang:
Division Commander
45th Division Pang Chih-wu
47th Division Chen Tao-yue
49th Division Tin Ying-chi
First Independent Brigade Chen Yao-han
Other Units recently organised:
Division Commander
First Division (Provisional) Chang Ching
Second Division (Provisional) Ho Hsing-peng
Division Commander
20th Division Han Fu-chu
21st Division Liang Kan-yung
22nd Division Chang Hsin-ming
23rd Division Wei Fung-lao
24th Division Shih Yao-an
25th Division Chang Chih-chung
26th Division Tan Chin-kai
27th Division Chang Wei-shia
28th Division Sung Chih-yue
29th Division Chang Hsi-yue
30th Division Chang Hsi-yue
31st Division Sun Lin-chung
Other Provincial Army:
Division Commander
14th Division Liao Ping-fang
17th Division Wa Hsing-kwei
18th Division Cheng Yo-shin
19th Division Wen Shin-chai
20th Division Liu Mao-yin
21st Division Wang Fu-cheng
22nd Division Ma Hsing-peng
23rd Division Ma Tse
First Mixed Brigade Mun Chih-chung
Second Mixed Brigade Yin Shih-jea
Third Mixed Brigade Chao Ching-dan
Fourth Mixed Brigade Ma Lin
Fifth Mixed Brigade Fei Chin-chun
There are also two divisions of two brigade cavalry. The above-mentioned forces number about 269,000 men.—Nan Chung Kuo News Service.

MARINE INSURANCE RISKS

WORST CYCLES

CANTON INSURANCE COMPANY'S FINANCE

INVESTMENTS PAY

That the business of Marine Insurance was without doubt passing through one of the worst cycles that has been experienced within the recent years, was the astounding statement made by Mr. Beith at the 45th ordinary meeting of the Canton Insurance Co., Ltd. held in the Board Room of Messrs Jardine Matheson & Co., Ltd. at noon to-day.

Addressing the meeting the Chairman said:—

Passing Through a Worst Year

The Statement of Accounts for the year 1927, which we now present to you, shows a moderate degree of improvement upon that of its immediate predecessor. Comparing the figures with those of the 1926 Account, the surplus shown, of roughly \$1,050,000, is some \$78,000 more, the Premium Income is approximately \$380,000 higher, the Loss Ratio is slightly lower at 66.73 per cent, as against 67.27 per cent, the Expense Ratio is 19.57 per cent, as compared with 19.53 per cent, and the Underwriting Balance is 13.70 per cent, as against 13.10 per cent.

I regret to say that, without any doubt whatever, the business of Marine Insurance is at present passing through one of the worst cycles that has been experienced within recent years. In all markets competition remains most acute and, as a consequence, further concessions, in the way of fuller conditions and reductions in rates, are constantly being asked for and, in many cases, granted.

I do not think I should be wrong in saying that the result of this is that a large proportion of the risks incident to the World's trade overseas is now being accepted by underwriters at rates of premium which, even with a normal out-turn, are barely sufficient to cover the regular claims for minor damage to which many classes of cargo are subject in the course of transit, leaving no margin whatever for the exceptionally heavy claims which have to be met in the case of total losses or other casualties of a serious nature which must periodically occur.

Risks Under-Estimated

To give you an example of the manner in which risks are continually being under-estimated nowadays by underwriters in the Marine Market, it may not be out of place for me to quote to you an extract from a recent issue of the London "Times," commenting on this subject:—

"An incident is now being much discussed in the London insurance market which some think sheds light on the very unsatisfactory conditions which have long ruled in marine business. It appears that a number of risks involved in a forthcoming exhibition in this country were carefully considered by five underwriters representing the Insurance Companies and the market at Lloyd's. After thorough examination of the special circumstances a number of rates were determined upon, and one of these rates was quoted to cover the transport of certain treasures from London to the exhibition, while displayed there, and during their return to London. It was then learned by fire underwriters that among the Companies and at Lloyd's, the great surprise, that the risk had been written by marine underwriters at one-third of the agreed rate." Needless to say, the action of the latter has evoked very severe criticism, and it is remarked that the present incident may not be without effect if it should result in the managers of marine departments either restricting their activities to risks directly associated with overseas commerce or endeavouring, when they write risks entirely confined to the land, to ascertain that their ideas of rates are not in strong conflict with those quoted by the departments accustomed to deal with them.

Most Unsatisfactory

It is obvious that such a state of affairs cannot continue indefinitely but unfortunately no signs are yet to be discerned of any practical steps being taken to bring about that all round improvement to which all those concerned in the business have been anxiously looking forward for the past few years.

To those of you who may be in the habit of observing the accounts of the leading British Insurance Companies, as published in the Home papers, it will have been evident that the marine underwriting results of 1927 and last year have generally been most unsatisfac-

PRINCE OF WALES

SPENDS CROWDED DAY IN PLANE AND ROAD

ATTENDS NOTTINGHAM SHOW

London, Yesterday.

The Prince of Wales had a crowded day. He flew this morning from London to Nottingham, motorized to Bramcote, where he presided at the opening of Nottinghamshire Agricultural Show, afterwards touring the show. He then motored back to Nottingham and returned to London by air this evening.—British Wireless Service.

EARL OF ROSEBERY

KING'S REPRESENTATIVE AT FUNERAL SERVICE

DUKE OF YORK

London, Yesterday.

The Duke of York will represent the King at the funeral service for Lord Rosebery, which is to be held in St. Giles's Cathedral, Edinburgh on Saturday afternoon.

The remains will be conveyed thence and buried in a private grave at Dalmeny.—British Wireless Service.

DR. WINIFRED CULLIS

ELECTED DEPUTY CHAIRMAN LONDON UNIVERSITY

WOMEN "ADVANCING"

London, Yesterday.

Dr. Winifred Cullis, head of the Physiology Department at the London school of Medicine for Women, has been elected Deputy Chairman of the University of London.

This office has never before been conferred on a woman in Great Britain and marks an advance by women in university life.—Reuter.

Sir Austen on China

Sir Austen Chamberlain, at Birmingham, declared that the result of the Government's policy in China, the latter had recognised that Britain's one desire was to see China strong and united and to live by Trade there, in mutual interests without a desire to interfere in the country's liberties or secure another foot of Chinese soil.

He added that if the Chinese could form a solid, consistent Government to carry out the reforms necessary to bring up her system of law, justice and police up to the levels of western civilisation, they would find no better friends than ourselves in the development of their country.

"Intolerable" Says Labour Leader

Mr. Ramsay MacDonald, at Birmingham, dealt with Sir Herbert Austin's "threat" and declared that it was intolerable that men who got honours because they were party politicians should use their power over the lives of thousands of men to strike terror into their hearts.

He declared that the experience of 1924 showed that the McKenna Duties were not essential to the motor industry. "When capitalists threaten to intimidate I say self-respecting men will never tolerate that sort of political influence and we shall come to the assistance of every victim on account of it."

"Twin Evils"

Viscount Grey, (at Alnwick) said he was convinced that the Liberal vote would be vastly increased. He said that even 200 members would be enough to save the country from the twin evils of Conservative protection and the Socialists' reckless expenditure.

"A Lot of Worry"

Sir Herbert Austin, shown the report of Mr. Ramsay MacDonald's speech remarked: "I seem to be causing Mr. MacDonald a lot of worry. I shall certainly reply when I have carefully studied the nature of the allegations."—Reuter.

FAIR TO SHOWERY

This morning's weather report states:—
Pressure is now highest to the north-east of Japan; it is relatively low over China generally.

A depression is situated between Kochi and Tokyo.
Forecast:—S.W. or variable winds, moderate; fair to showery.

(Continued on Page 14.)

ELECTION SPEECHES IN FULL SWING

PREMIER'S TOUR

"CHINA" "SAFEGUARDING" AND OTHER SUBJECTS MENTIONED

THE "TWIN EVILS"

London, Yesterday.

The final figures as to the total number of electors in all of the 514 constituencies of England and Wales are:—
Men 11,867,380.
Women 13,225,156.

In all of the 71 constituencies in Scotland:—
Men 1,415,602.
Women 1,566,657.

N. Ireland Election

The following returns for the remaining ten constituencies of Northern Ireland are not yet complete.
Prime Minister's Tour
In spite of the strenuousness of his political tour Mr. Baldwin, who is working towards London prior to jumping off again to the eastern countries has informed Reuter's correspondent at Leeds that the strain had not yet told on him.

Addressing 5,000 people there he said he hoped his hearers would vote for his party, "but I do beg every individual to vote according as he or she thinks right to." Addressing 8,000 at Bradford, he declared that 80,000 were employed through the operation of the Safeguarding and McKenna Duties.

Mr. Baldwin quoted as an example that 16,000 German pianos came to Britain in 1924, but last year there were under 3,000. We nearly doubled the exports in musical instruments, which were negligible before the Safeguarding Duty was introduced. He pointed out that the opposition parties were pledged to abolish the whole of the Safeguarding Duties if they were returned.

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(Continued on Page 14.)

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TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE.

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

FOR SALE.—A Baby Grand Piano. Broadwood made. Price moderate. Apply Box No. 602, c/o "China Mail."

FOR SALE.—"Barkers" Sai Wan. A fine 4-roomed Bungalow with large Garden. For full particulars apply Box No. 595, c/o "China Mail."

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Successor to
the late SIEN TING,
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TERMS VERY MODERATE
Consultation Free.

PUBLIC AUCTIONS.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 27th day of May, 1929, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon City, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. Feet	Annual Rental	Upset Price
Lot No. 11,051	Lot 11,051, bounded by Prince Edward Road, Kowloon City, and the Kowloon City Municipal Office.	about 11,051	50	2,160

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PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Sq. Feet	Annual Rental	Upset Price
Lot No. 11,052	Lot 11,052, bounded by Boundary Street, Mong Kok Tsui, and the Kowloon City Municipal Office.	about 11,052	50	2,160

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions from Messrs. Yue Lee Yuen to sell by Public Auction,

ON
FRIDAY, the 24th May, 1929,
at 12 o'clock Noon,
at their Sales Room,
Duddell Street.

(for account of Messrs. Yuen Loy).
1,500 Bags No. 24 Java White
Sugar—now stored in No. 2 Go-
down, The China Provident, Loan
& Mortgage Co., Ltd., West Point.

Terms:—As Customary.

LAMMERT BROS.,
Auctioneers.
Hong Kong, 22nd May, 1929.



CHILDREN'S APPETITES
are satisfied by Nature's most
perfect food:—

"BEAR BRAND"

MILK.

Sole Agents for H.K. & So. China
A. B. MOULDER & CO., LTD.
China Building,
Hong Kong.

NOTICES.

G. R. NOTICE.

THE UNDERSIGNED is prepared to consider offers to purchase the following properties:—
Section C of Marine Lot 243 (Nos. 5 and 6, Praya, Kennedy Town, Godowns).
Kowloon Marine Lot 55 (shipyard).
Sections A & B and the Remaining Portion of Shauiwan Inland Lot 490, (Ten Chinese shops and dwellings).
Section C and the Remaining Portion of Section B of Inland Lot No. 1342 (No. 1 Sharp Street West).
Sub-section 1 of Section A of Shauiwan Inland Lot 482 (Nos. 219-227, odd Nos., Main Street, Shauiwan West).

Particulars may be obtained on application at the Treasury, or to the Crown Solicitor at the Courts of Justice.

C. McI. MESSER,
Colonial Treasurer.
Hong Kong, 21st May, 1929.

PUBLIC NOTICE.

PLAYING FIELDS COMMITTEE.

IT IS HEREBY NOTIFIED THAT the PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or representations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. Megarry, Secretary to the Committee, at the Colonial Secretariat.

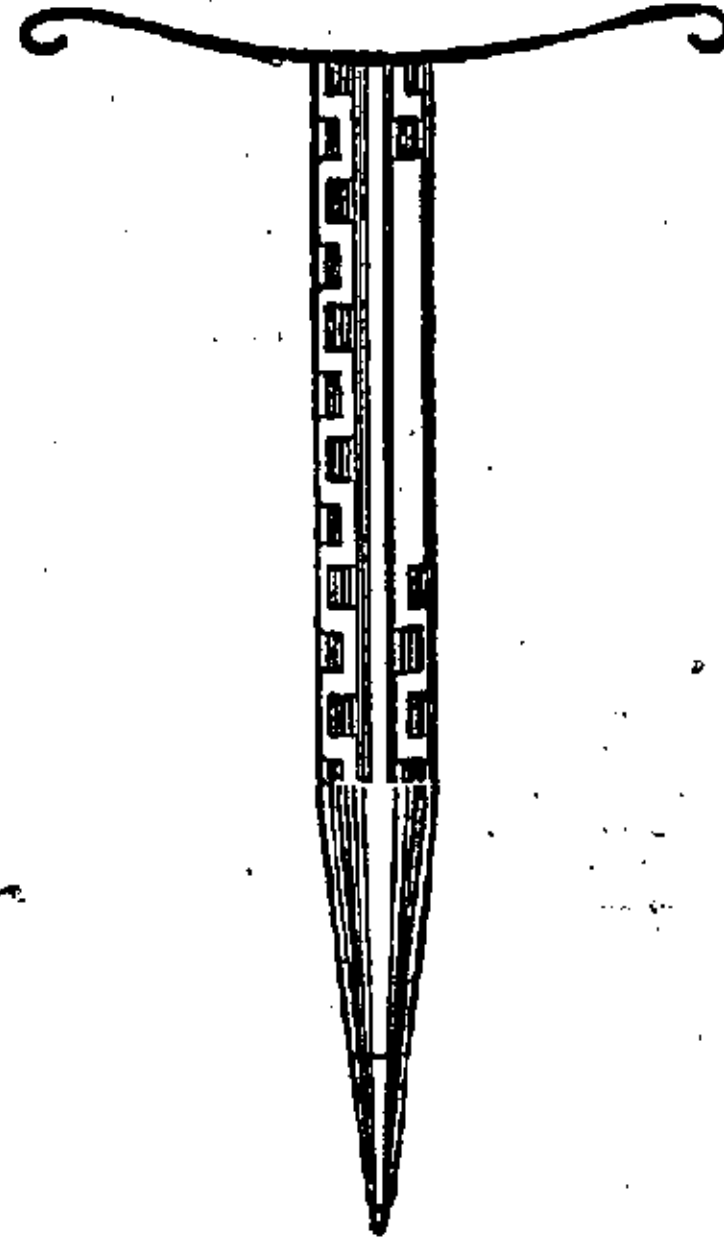
Anyone wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly.

Hong Kong, 22nd May, 1929.



THERE are models of Ever Sharp elegant enough to satisfy the most extravagant taste—others simple enough to please the most moderate taste. All are pencils of real beauty and so perfectly made that we guarantee them against all defects.

For sale at leading shops everywhere.



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SALOON.

Head Office:—25, Des Voeux Road
Central. Tel. C. 6234.

First Branch:—
No. 5, D'Aguiar Street.
(For Ladies only)
(Telephone No. C. 6234)

Second Branch:—
No. 22, Queen's Road Central.
(For Ladies & Gents.)
(Near Ground floor of
Kamamally Building).

Your Visit is cordially welcomed
when you will see that our Trained
Female Hair Dressers give
you every satisfaction.

Business Hours:—
8 a.m. to 7 p.m. on week days.
12 noon to 6 p.m. on Sundays.

You have more assurance
by taking
OUR GENUINE CHINESE
MEDICINE & PILLS.

on Sale at:
SHING CHAI TONG DRUG STORE
Established 1892.
180, Queen's Road C.
Tel. C. 1853.

NOTICES.

UNION INSURANCE SOCIETY
OF CANTON, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11 o'clock a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board:
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

THE CHINA FIRE INSURANCE
COMPANY, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.15 a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board:
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

BRITISH TRADERS' INSURANCE
COMPANY, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.20 a.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 6th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

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TO-DAY'S RADIO

BROADCAST BY
Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m. — Programme of Chinese music.

7.48 p.m. — Evening weather report.

8 p.m. — Evening programme of Chinese music relayed from the Roof Garden of the Sincere Co., Ltd.

10.30 p.m. — Close down.

"BRUMMAGUM"

AMENITIES OF THE
STREET

WHAT IS DONE WITH LITTER

Birmingham must be an uncomfortable place for a stranger used to throwing about an unlimited amount of paper, says a writer in the "Manchester Guardian." If he went wandering through the town in search of somebody else's newspaper he would have to go a long way to find one; perhaps, even to Manchester. For in dry weather your Birmingham street is highly polished and clean—so clean, in fact, that they say you can eat your breakfast off it, though there is no evidence to show that anybody does.

Some of that cleanliness must undoubtedly be put down to a by-law passed six years ago. It is to the effect that "no person shall throw down or deposit and leave in any street any newspaper or any paper bag, wrapping, or sheet such as is likely to create or tend to create a litter in or to affect or tend to affect injuriously the amenities of the street." The wording of it, so beautifully wide and comprehensive, makes one feel at first a little nervous, for most of us have that healthy fear of the law which gives us a feeling of bravado when we buy cigarettes after eight o'clock. One gets the same thrill by throwing away a tram ticket in Birmingham. It would be a fine game, in fact, to see how far one really could go before offending the law. For instance, it would be good fun to stand in front of a constable and begin throwing first a tram ticket, then a small piece of paper, and finally a whole paper bag at his feet, as if one were throwing bouquets at him.

Police Wisdom
As a matter of fact, one is quite safe with a tram ticket, for the police are wise enough not to prove the law an ass. That does away with the obvious objection to the regulation that it might quite easily add another annoyance to those innumerable little tyrannies which pursue us in these days like a swarm of voracious gnats. A prosecution is only made when an obvious case of carelessness arises, and the proof of this is that only 104 people have been brought into court in the six years. The hand of the law is withdrawn, and it is only when complaints have been lodged against any particular area or street that the police take any action. Far more is done in other ways to encourage tidiness. There are waste ticket boxes on all the trams and wire paper baskets have been fixed on to most of the lamp standards. In addition a good deal is done by means of propaganda. When the by-law was passed in April, 1923, the authorities took great care that everybody should hear about it. There were notices in the press, and an appeal was broadcast, and the Corporation departments were asked to co-operate. This campaign is revived from time to time, and an occasional police court case serves as an additional reminder. In fact, the whole business has been done so thoroughly that even Girl Guides and Boy Scouts have impressed upon them the need for keeping the streets tidy. If this means that Boy Scouts in Birmingham pick up a piece of paper a day instead of doing a good deed a day, it might account for cleanliness.

But not quite. For the extraordinary thing is that not only is it difficult to find a piece of paper on the pavement, but it is often difficult to find one in the baskets. Where then does the paper go to in Birmingham? And what happens when a man buys an evening paper and finds he has lost the 2.30? In Manchester you just fling it away. But in Birmingham a man apparently goes clutching it through the streets until he reaches home. And what does he do then? Tear it up into innumerable pieces and scatter them over the carpet, just to show an Englishman's home is his castle.

Mr. B. J. Beyer, the New York bookseller, says "he paid 'perhaps nearer \$20,000 than \$10,000' for the First Folio edition of Shakespeare's Plays which he bought from an English peer."

Air taxis to carry two, four, or six people are now available on demand at Manchester's temporary aerodrome at Wythenshawe, E.



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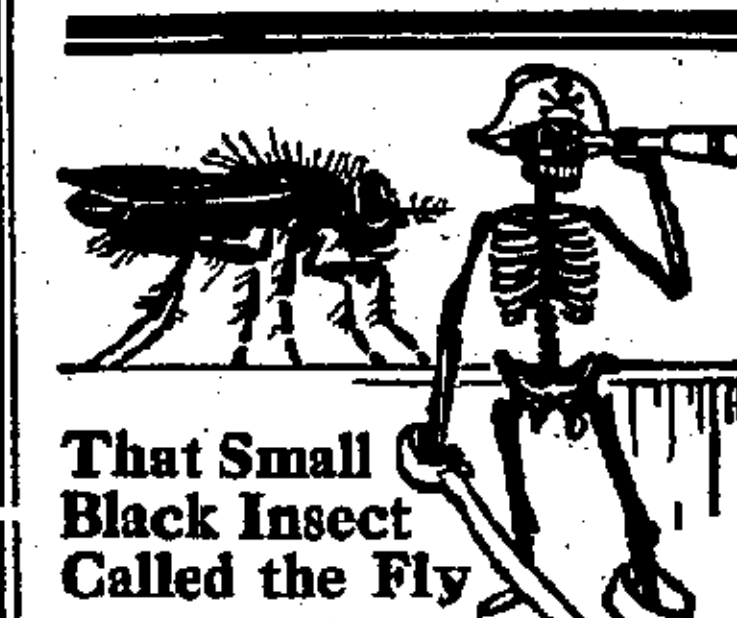
153-155, Des Voeux Road Central.

COMPLETE PRINTING PLANT FOR SALE

Bids invited for purchase of our entire Equipment. Works located at Tung Shan, Canton, China. Bids will be opened June 27th, 1929. We reserve the right to reject any and all bids.

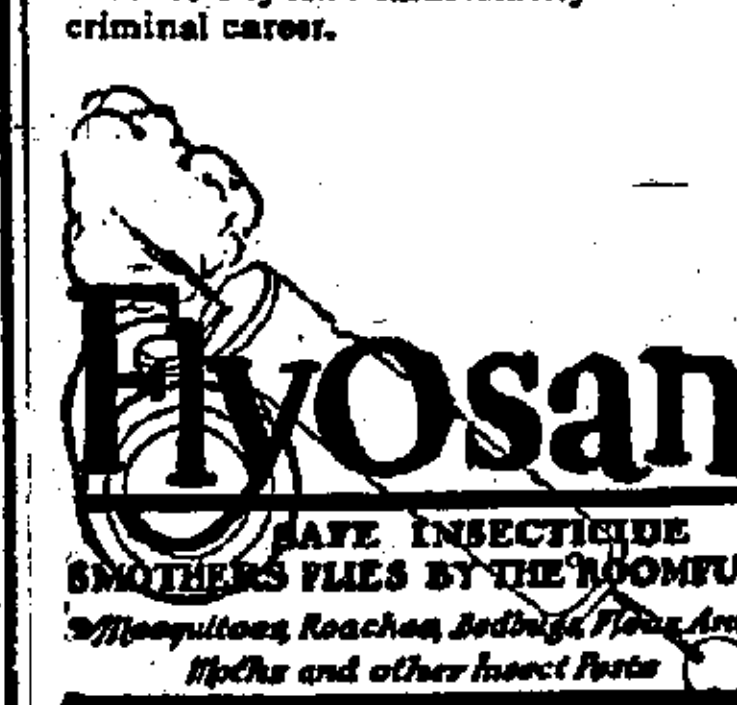
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Two fonts CHINESE MATRICES, Nos. 4 and 5.
ONE SINGLE REVOLUTION Babcock Cylinder Book Press.
Two two-revolution BABCOCK OPTIMUS BOOK PRESSES each fitted with individual D. C. electric motor.
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ONE OSWEGO PAPER CUTTER, and Book Trimmer, Size 26, fitted with 15.9 Amp. D. C. Electric motor.
ONE BUFFALO KNIFE GRINDER, Carborandum wheel, taking knives up to 48 inches.
ONE BOSTON WIRE STITCHER No. 3, fitted with 2.45 Amp. D. C. Electric motor.
ONE 40 H.P. GRADE FUEL OIL SEMI DIESEL ENGINE, belted to 25 KW. WESTINGHOUSE D. C. Generator 1150 R.P.M.
ONE PETTER SEMI DIESEL ENGINE fitted coupled to General Electric Generator 12.5 KW, 550 R.P.M.
175 Cells Edison Storage Batteries.
Sundry tables, cabinets, and other accessories.
Plant may be inspected by application to Mr. G. W. Greene, American Baptist Mission, Tung Shan, Canton, China. Printed Forms for submitting bids may be secured from above or by writing to:
CHINA BAPTIST PUBLICATION SOCIETY,
P.O. Box 1581,
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To Mrs. Shellshear—

Hon. Treasurer H.K.B.S.
Hong Kong University.

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Kindly enroll me as a Member
of the above Society. I enclose
\$12.00 as Annual Subscription.

Yours Faithfully,

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S.S. "FIUME" ... Sails on or about 18th June.
S.S. "VENEZIA" ... Sails on or about 25th June.

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TENYO MARU ... Wednesday, 12th June.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
SHIDZUKA MARU ... Monday, 17th June.
YOKOHAMA MARU ... Monday, 1st July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KATORI MARU (Calls Lisbon) ... Saturday, 1st June.
ATSUTA MARU ... Saturday, 15th June.
SYDNEY & MELBOURNE via Manila & Ports.
TANGI MARU ... Wednesday, 26th June.
AKI MARU ... Wednesday, 24th July.
BOMBAY via Singapore, Penang, & Colombo.
PENANG MARU ... Tuesday, 28th May.
SADO MARU ... Tuesday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU ... Thursday, 30th May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU ... Friday, 7th June.
NEW YORK via PANAMA.
ASUKA MARU ... Friday, 31st May.
LIVERPOOL via Port Said, Geneva, Marseilles.
DAKAR MARU ... Monday, 10th June.
CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Thursday, 30th May.
SHANGHAI, KOBE & YOKOHAMA.
DURBAN MARU ... Thursday, 23rd May.
HAKONE MARU ... Monday, 27th May.
AWA MARU ... Friday, 31st May.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.
ANDES MARU ... Sunday, 9th June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombo, Durban & Cape Town.
MANILA MARU ... Thursday, 27th June.
BOMBAY—via Singapore & Colombo.
SHINNOH MARU (Calls at Karachi) Monday, 3rd June.
SUMATRA MARU ... Wednesday, 19th June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOZAMBIQUE—via Singapore & Colombo.
CHICAGO MARU ... Friday, 31st May.
CALCUTTA—via Singapore, Penang & Rangoon.
INDUS MARU ... Saturday, 1st June.
CELEBES MARU ... Tuesday, 18th June.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports from
Shanghai.
ALABAMA MARU ... Monday, 10th June.
ARABIA MARU ... Tuesday, 18th June.
MELBOURNE—via Manila, Brisbane & Sydney.
MADRAS MARU ... Thursday, 6th June.
HAIPHONG—via Hoihow & Pakhoi.
MENADO MARU ... Thursday, 6th June 10 a.m.
NEW YORK—via Japan ports, San Francisco & Panama.
JAPAN PORTS.
TACOMA MARU ... Friday, 24th May.
ATLAS MARU ... Saturday, 8th June.
SOURABAYA MARU ... Sunday, 9th June.
KEELUNG—via SWATOW & AMOY.
HOZAN MARU ... Sunday, 26th May, 3 p.m.
FAKAO—via SWATOW & AMOY.
SOURABAYA MARU ... Sunday, 9th June 3 p.m.
DELI MARU ... Thursday, 20th June Noon.
TARAO & KEELUNG.
For further particulars please apply to—**OSAKA SHOSHEN KAISHA.**
Tel. Central No. 4083, 4089, 4090. M. TAKEUCHI, Manager.

**SHIPPING SECTION.****CANADIAN CANALS**

A CENTURY OF
ENDEAVOUR

TRANSFERRING TRAFFIC

The present reconstruction of the Welland Canal will transfer a great deal of traffic to Prescott, which it has been decided to make the Canadian terminal at the head of Lake Ontario. Canal works in Canada date back to 1700, when an attempt was made to improve water communication above Montreal by cutting a small channel without locks and with a depth of only 18 inches, from Lachine to Montreal. This work failed, owing to the financial difficulties and though twice revived, it was abandoned completely some time after 1793. The first locks actually constructed on the St. Lawrence were built by the Royal Engineers, for military purposes, around the lower and upper rapids between Lakes St. Louis and Francis. These locks were 40 ft. long and 6 ft. wide, and with only 2 1/2 ft. of water on the sills. First constructed in 1779-83, to a length of 110 ft., width of 12 ft., and depth on sills of 4 ft. This depth being adopted at the time as standard, in 1821-26 the Lachine Canal was built by the Government. Almost immediately a standard depth of 10 ft. was proposed and adopted, and the Cornwall Canal, commenced in 1834, was built on these lines. By 1848, the Lachine Canal having been deepened, 9 ft. navigation was possible from Montreal up to Prescott on Lake Ontario. The locks were then 200 ft. long by 45 ft. wide.

Welland Canal

The history of the Welland Canal takes one back to 1816, when the whole subject of inland navigation was reviewed by the Parliament of Upper Canada, and a Commission appointed which, in 1823, recommended the construction of a canal across the Niagara Peninsula, suitable for the class of vessel then in use on the level of the country, was a much larger project than the canals between Montreal and Lake Ontario, owing to the much greater difference of levels involved. The first enterprise following upon this was an undertaking by a private company, which, however, met with relatively little success. The route chosen, after the abandonment of a preliminary project to build a combined rail and canal route, ran from Port Dalhousie, near Robison, where locks connected with Chippawa Creek which was utilized for the lower 8 1/2 miles of its course, before it joined the Niagara River about 2 miles above the Falls. The proposed canal, which was water for working the canal proving insufficient from the Chippawa Creek, the company turned to a scheme of utilizing the Grand River as a feeder, necessitating a connection 27 miles long, also the raising of the level of the canal, but coincidentally diminishing the depth of the Deep Cut. This scheme was completed by November 30, 1820, on which date two schooners passed through the waterway from Lake Ontario to Lake Erie. This waterway was usable by vessels of 7 1/2 ft. draught. In 1831, power was obtained, and a Government loan secured, to complete the canal to Port Colborne on Lake Erie, by enlarging the feeder for about 6 miles, to Port Dalhousie, and cutting a new channel onward, all this later work being on the alignment which is followed practically by the canal now in use. In this form the canal was 27 1/2 miles long, and opened in 1829. The canal had 40 wooden locks, all 110 ft. long, 22 ft. wide and with 8 ft. depth of water on the sills, except the first three at Port Dalhousie, which were 130 ft. by 32 ft., and the one at Port Colborne which was 125 ft. by 24 ft. The feeder canal had a bottom width of 20 ft. and depth of 5 ft. only.

Capacity and Uniformity
It having become evident that the requirements of navigation called for larger capacity and greater uniformity as regards the St. Lawrence and Welland Canals, in 1870 the Government again took up the question as a whole, and a commission was appointed to report on the best means of bringing about improvement. It recommended a uniform system for the St. Lawrence and Welland routes, with locks 270 ft. long, 45 ft. wide and with 12 ft. of water on the sills. The latter figure was subsequently increased to 14 ft. Work on the third reconstruction of the Welland Canal on these lines commenced in 1873, and was completed for 12 ft. depth in 1881, water supplies being drawn from Lake Erie, and to 14 ft. depth in 1887. The third or present canal leaves Lake Ontario at Port Dalhousie, but the route chosen did not follow Twelve Mile Creek, but cutting through instead on a new line much to the east of the old canal as far as Allanburg, attacked the Niagara escarpment much more directly, the greater part of the rise being taken close to Thorold. The section of the old canal north of Allanburg went out of use in 1890. From Allanburg onwards, the old canal was widened and deepened. "Engineering."

89 YEARS WITH ROYALTY

After an association with Royalty, over 89 years and a total railway service of 61 years, Mr. T. Townsend, attendant on the L.M.S. Royal trains, retired under the age limit recently. Mr. Townsend has just been appointed H.M. the King on 210 journeys in a period extending from 1895; he has travelled with their Majesties as the Duke and Duchess of York, Prince and Princess of Wales and the King and Queen exclusively. Mr. Townsend, in an interview, said that in recognition of his services to successive Royal Families, H.M. the King, during the journey from Ballarat to London, on October 9 and 10, last, presented him with the Royal Victoria Medal. The King expressed his regret that Mr. Townsend would be leaving the railway's service, and the Queen also expressed the hope he would be long spared to wear the medal.

GENATO STEAMER

NEW SHIP FOR ISLAND SERVICE

FOR INTER-ISLAND RUN

With the arrival of the s.s. "Nuestra Señora del Rosario," another addition to the growing inter-island fleet was effected, says the "Manila Bulletin." The "Nuestra Señora del Rosario" belongs to Genato and Co., Ltd., a local shipping concern. She was especially constructed for the local shipping firm by the Kwong Tak Cheong S. E. and Dock Co., Ltd., Hong Kong. She is of 391 gross and 71 net tons and draws 10 feet of water, which makes her suitable for inter-island trade. She has eight cabins which can accommodate 14 first-class passengers, and accommodations for about 90 steerage passengers. She has two decks and a bridge deck, and two holds for cargo. She is 168 feet long, 12 feet wide and 28 feet deep. On her trip from Hong Kong, she made an average speed of 10 knots, which is considered fair for coastwise shipping. Captain Cornelio Joaquin, formerly master of the s.s. "Nuestra Señora de la Paz," also of Genato and Company, aided by a full complement of Filipino crew from Hong Kong. The new ship will soon be put on the run between Manila, Romblon, Capiz and New Washington, sailing from this city every Saturday.

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SHIP SERVICE

PROFUSIVE ECONOMY OF
MERCHANT VESSELS

In his paper on "Merchant Ship Service," read before the Institute of Marine Engineers, Mr. E. V. Telfer, D.Sc., pointed out that at no time had shipowners and their technical advisers been faced with so many alternative methods of improving the propulsive economy of merchant ships than they were to-day. The acid test of efficiency was, he continued, reduction of fuel consumption for a given speed or an increase of speed on the same fuel consumption. Engineers were inclined to submit pounds per horse-power hour as the test of engine economy, while the naval architect tried to insist that only power and speed should influence the reviewing of hull economy. Both were right, but the latter word was with the shipowner, who asked of what use was low pounds per horse-power, or low power, if the fuel consumption of his vessel was still far too high. This challenge could only be met by engineers and naval architects agreeing on the true average power developed by the engines and required by the ship. Mr. Telfer then proceeded to explain the weakness of indicator cards and abstract logs as guides to engine economy and hull performance, and to advocate a specified system of thorough analysis of accurately recorded experience. In concluding, he appealed to those interested to co-operate in the establishment and wide recognition of some satisfactory statistical method of presenting and distinguishing the facts of ship performance. The method discussed in his paper had, he said, worked exceedingly well in practice, and had proved of considerable value, outside its main purpose, in the detection of waste and the revealing of ways of obtaining improved designs, thus ensuring progress based on the rock foundation of analysed experience. It was essential that the subject of merchant ship service analysis should be placed on a firm and lasting basis, and that the stultification of progress contributed to by innate ignorance, indifference and prejudice should be avoided. Progress, while dearly bought, was irrevocable.

TEN YEARS' SALVAGE WORK

The exclusive right for ten years to salvage vessels sunk during the war, which were insured by and which remain the property of the Institute Nazionale, or its insured has been granted a Genoese company in Italy. The same Genoese company has recently carried on the technical successful but unfruitful search for the diamond supposed to have been in the strong box of a Belgian steamer sunk in the Bay of Biscay during the war. The divers of this company operate with the armoured type of diving suit, which is said to permit submergence to practically any depth.

FIGHT ON STEAMER

PILGRIMAGE TO SACRED
SHRINE

USE OF CHOPPERS?

A fight between passengers on the s.s. "Charles Harcourt" on May 2, whilst on a pilgrimage to a sacred shrine at Chekwai, in Chinese territory, was investigated by Major C. Willson, O.B.E., at the Central Magistracy yesterday afternoon.

The trouble was stated to have occurred in the third class compartment on the ship's arrival at Chekwai, when one of the passengers was assaulted by several others who were armed with chopsticks and other weapons. The victim, it was alleged, received injuries of a grievous nature.

Only one of the many alleged assaults was produced in Court yesterday. He was Chan Ng, described as a caterer on the ship. He was charged by Lee Po-hang, assistant manager of the Mau Lee wine shop, No. 8, Tung-street, with assault and demanding money with menaces.

The accused was alleged to have first asked the complainant for \$25, and punched him when he pleaded that he did not have the money. Eventually the complainant raised the money by a loan from a member of the compradore's staff, and thought that he had got rid of the accused. Later, however, he returned with a number of other men and demanded another \$300.

When the complainant protested it was alleged that he was assaulted, and finally, in order to save his own life raised another loan of \$100 and paid it over.

For the defence, Mr. M. K. Lo suggested that the quarrel resulted from a gambling affair to which the complainant was alleged to have swindled the accused.

The case was adjourned until Tuesday.

OVERSEAS SHIPPING

SIR A. ANDERSON'S TRIBUTE TO ITS WORK

Sydney.—At the concluding sitting of the Overseas Shipping Conference a motion for the formation of shipping committees in each State was supported.

The report of the Conference, which was dealt with in camera, was forwarded to Mr. Bruce, the Prime Minister, and will probably be available for the public in a week's time. It is understood that the report covers stabilisation of freight charges, the efficiency of the service, and the creation of advisory committees.

Before the Conference rose Sir Alan Anderson, the British transport director, expressed the opinion that the Conference "had made good."

WARSHIPS HERE

The following are the warships in harbour:

Basin:—H.M.S. "Tamar."

S. W. Basin:—H.M. S/m. L15.

West Wall Dock:—H.M.S. "Cornwall."

In Dock:—H.M.S. "Bruce," "Somme" and "Sirdar."

No. 8 buoy:—H.M.S. "Carysfort."

Foreign Ships

Chinese Cruisers: "Ying Swee," "Hai Hu," "Kwang Yuan" and "Chu Tai."

SHIPPING BREVITY

The mistress of a passenger junk was fined \$20, or in default, three weeks' imprisonment, by the Hon. Commander G. F. Hole, at the Marine Court this morning, for carrying seven passengers in excess of the number allowed by her licence.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. "Fiume-L" are reminded to take delivery of their goods which will be subject to rent after May 26.

Consignees of cargo ex M.V. "Slam" are reminded to take delivery of their goods which will be subject to rent after May 27.

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EMPRESS OF FRANCE

At Noon—June 5th.

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S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

MAY

FRI. 24th WED. 25th

S.S. "TAI MING"

[849 tons—Capt. G. J. Spink.]

MAY

SUN. 26th FRI. 31st

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S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

S.S. "CITY OF CAMBRIDGE" London, Rotterdam, Amsterdam & Hamburg 10th July.

NEW YORK, BOSTON, & BALTIMORE **AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF MOBILE" via Suez Canal 15th June.

S.S. "CITY OF MANDALAY" via Suez Canal 12th July.

S.S. "CITY OF BEDFORD" via Suez Canal 9th August.

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S. S.	Tons	From Hong Kong About	Destination
MOREA	10,353	25th May Noon	Bombay, Marseilles & London.
*LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
*DELTA	8,097	8th June	Marseilles, London & Hull.
*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	16,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles, London, Antwerp & Rotterdam.
KASHGAR	9,005	6th July	Marseilles, London & Hull.
*MIRZAPUR	6,715	9th July	Straits, Colombo & Bombay.

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BRITISH INDIA-APCAR SAILINGS.

TALAMBA	5,013	25th May 3 p.m.	Singapore, Penang & Calcutta.
TALMA	10,000	12th June	Singapore, Penang & Calcutta.
SANTIA	7,154	4th July	Singapore, Penang & Calcutta.
TAKADA	6,949	12th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	31st May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th June	
ARAFURA	6,000	2nd June	
TANDA	6,956	30th May	
ST. ALBANS	4,500	4th June	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAJPUTANA	16,568	24th May	Shanghai, Kobe & Yokohama.
*GURNA	5,248	24th May 5 p.m.	Shanghai, Kobe & Yokohama.
*ROSSINGTON	—	25th May	Shanghai, Kobe & Yokohama.
COURT	4,390	4th June	Shanghai, Kobe & Yokohama.
SANTIA	7,154	5th June	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	6th June	Shanghai, Kobe & Yokohama.
*TILSINGTON	—	10th June	Shanghai, Kobe & Yokohama.
COURT	—	10th June	Shanghai, Kobe & Yokohama.
*MIRZAPUR	6,715	10th June	Shanghai, Kobe & Yokohama.
*ALPORE	5,273	19th June	Shanghai, Kobe & Yokohama.
TAKADA	6,949	21st June	Shanghai, Kobe & Yokohama.
KHIVA	9,135	21st June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	21st June	Shanghai, Kobe & Yokohama.
*KIDDERPORE	5,334	6th July	Shanghai, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

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SAILINGS FROM HONG KONG.

S.S. "NELEUS"	Via Suez Canal	5th June.
S.S. "CITY OF MOBILE"	Via Suez Canal	15th June.
S.S. "MACHAON"	Via Suez Canal	23rd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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N.Y. HARBOUR

PORT AUTHORITY TAKES ISSUE
WITH RAILWAY COMPANY

NO CONGESTION

Hints of congestion in the handling of import and export traffic at the port of New York is denied by Mr. J. E. Ramsey, chief executive officer of the port of New York Authority. Replying to a pamphlet issued by the Illinois Central Railroad, dealing with Latin American commerce, Mr. Ramsey states there has been a tremendous expansion in port facilities capable of handling more trade than is even now passing through.

The Port Authority communication refers particularly to a paragraph in the statement under the heading "Some Advantages of New Orleans," which reads:—
"The water route from New Orleans to Brazil and Argentina ports is about 320 miles greater than from New York, but many Mississippi Valley shippers find the New Orleans route more satisfactory due to absence of congestion at New Orleans and the greater facility with which goods can be despatched through that port."

"The inference of this statement," Mr. Ramsey writes, "is that congestion does exist at the port of New York in the handling of import and export traffic to and from South America. Because of similar statements in the past we have made persistent inquiry among the carriers and terminal companies serving the port of New York to determine whether there has been any chronic congestion or delay in the handling of foreign commerce. The answers to our inquiries show none."

"Moreover, the testimony presented in the hearings before the Interstate Commerce Commission demonstrated quite clearly that there has been no congestion in the handling of import and export freight through the port of New York in recent years, and that the enormous expansion of facilities capable of handling more than is now passing through this port."

"It is not possible that reports concerning the situation at the railroad pier stations on Manhattan Island, which stations handle foodstuffs and merchandise for domestic distribution, have given you the impression that a similar situation exists in the handling of import and export freight? This confusion of the domestic delivery with the service to shipside seems to be prevalent and leads to incorrect statements about the port of New York. It is true that from time to time the pier stations handling purely domestic freight are taxed to capacity has been noted."

"This situation has been alleviated in recent years by the use of the motor truck as an auxiliary. However, with the exception of a very limited amount of L. C. freight moving in import and export trade, these facilities are not involved in the foreign commerce of the port."

"I am sure that you do not desire to spread incorrect impressions concerning the situation at the port of New York which are without foundation, and we would appreciate receiving any information in your possession bearing on congestion due to a lack of facilities at New York."

ICEBOUND IN BALTIC

SEAMEN'S LIMBS AMPUTATED

The steamer "Tilisi" arrived recently at Grimsby after being delayed in the Baltic by ice since February 4. Captain Voigtlander said the vessel left Königsberg with a cargo of pulp, and on arrival at Olan, in Danzig Bay, he found ice 12ft. to 16ft. thick, which had been packed by a westerly wind. Eighteen ships were held up, a number of them some distance from the port. Members of the crews of many vessels suffered from frostbite, and some had limbs amputated. The cold was so intense that it penetrated into the ground several feet, and the potato crop was destroyed.

"It was the severest winter ever remembered," said the captain. "It is estimated that there will be ice in the Baltic up to the end of May."

MOVEMENTS OF STEAMERS

The B.I. s.s. "Gurna" left Singapore for this port on May 19 p.m., and is due here on May 23 at about 6 a.m.

The C.P.S. R.M.S. "Empress of France" is due here at p.m. on May 27 (Monday), and will berth at Pier No. 5, Kowloon Wharf. She will sail for Manila at 5 p.m. on May 28 (Tuesday).

PASSENGER LIST.

DEPARTURES

Per. A. M. Liner "President Jefferson" for Manila May 21.—

Mr. and Mrs. M. T. Boncan and son, Mrs. Mollie Bauman and son, Mr. and Mrs. J. B. Delgado, Miss Marie Duval, Dr. H. W. Elders and daughters, Mr. Lee Fook-chung, Wong Goo-fat, A. Deleon, Lt. Comdr. A. W. Ashbrook, Rev. Father Gaspar Moreno, Rev. Father Pedro Mateos, Ching Wai, Po Kong, Mrs. Lo Choy, Mrs. Chiu Shee, Eduardo Gutierrez, Chan Ak, A. E. Goodrich, Wong Kwok-wing, Keiichi Yoshida, Doltos, Miss Yu Poolin, Miss Dy Kuy-hue, K. Brias, K. Shirafor, Ignacio Valeroso, Yu Eng-bin, M. C. Lamond, Fang Shiu-liu, Mrs. Alta Gage, Miss Violet George, R. W. Hammond, Edward Mathew, Mrs. Florence Podmore, Mrs. Matilda Podgare, Teh Hsieh-shen, Jose Urquico, Yang Chian-kuang, Lo Yuen-sing, Lochman Das, Luis De Amechazurra, Miss A. M. Ramsey, Rev. Father Pedro Bomo, Chan Yok-choi, Lambert Barriesta, Miss Kwong Lun-chu, Jose A. Del Prado, Rumbold Rivera, Ramon Ordoñez, Wong Chun, Mrs. Corazon De Reynolds, Madame T. Jui, Yu Eng-ahk, Miss Yu Poo-ki, Miss Yu Sik-hong, Miss Bitu Yu, Elias Chamoun, Louis Zaidan, Miss Francis Rodgers.

AS "NEEDLES"

HOW AMMUNITION WAS SHIPPED

RECENT SHANGHAI CASE

Judgment in favour of the plaintiffs for Tls.10,000 and costs, embodying all the statements of facts culled from the evidence and citing numerous legal authorities was delivered by Judge Milton D. Purdy in the American Court for China on April 30 in the case of the Indo-China S.N. Co. against Mr. James B. Katz, trading as the Commercial Express and Storage Company. Messrs. C. S. Franklin, of Fleming, Franklin and Altman, and Mr. Paul Urban, of Hansons, represented the Indo-China, and Mr. E. J. Schuhl, appeared for the defendant. The Indo-China's claim was for Tls.10,000 representing damages sustained over a shipment of 25 cases purported to contain needles—but which eventually turned out to be a cargo of ammunition. An outstanding feature of the judgment was the Judge's conclusion that the reputation of the plaintiffs had not been injured by the shipment. The lengthy judgment, rendered by Judge Purdy reads in part as follows:

Defendant's Liability.
The liability of the defendant must be decided upon the facts in this case, and upon the assumption that the defendant had no guilty knowledge of the fraud which had been perpetrated upon the Chinese Government officials at Shanghai, and subsequently upon the carriers who undertook to convey this consignment of pistol ammunition from Shanghai to Chungking. It is alleged in the complaint that the pistol ammunition which was found in these boxes when the vessel arrived at Wansien was "contraband." Precisely what was intended by this allegation is not entirely clear. Did the plaintiff intend to assert that this pistol ammunition was being transported at the time of its seizure contrary to some law or treaty of China which made it contraband, or that the pistol ammunition which had been imported into China contrary to its Customs laws, and was therefore to be considered even after its importation as a "contraband" goods?

It will be remembered that this cargo had been originally imported from Chungking to Shanghai, and had been passed by the Chinese Maritime Customs at Shanghai. Of course it may have been "contraband" in either or both senses of that term, but manifestly it would require some law of China to establish the goods of that character. No such law of China has been offered in evidence or called to the attention of the court. Article 18 of the Treaty of Tientsin of 1858 between the British Government and China, which introduced in evidence by the plaintiff, relates specifically to "British merchant vessels concerned in smuggling," and smuggled goods are sometimes regarded as contraband. Of course it may be that goods which have been clandestinely or fraudulently introduced into a country in violation of that country's laws, may still retain their character as "smuggled goods" and that anyone who should be concerned in the subsequent transportation of such smuggled goods from one part of that country to another might be considered especially if he had knowledge of the illegal importation, as concerned in smuggling. But I am inclined to think from a careful perusal of this provision of the Treaty of Tientsin, that such a broad construction of the Treaty was not contemplated by the high contracting parties at the time it was negotiated. It seems to me with all respect, that the plaintiff's contention, that British merchant vessels trading with China, rather than British merchant ships trading in China, as this plaintiff was doing with respect to this merchandise. The plaintiff seeks to recover damages for the sum of Tls.1,600 as demurrage at the rate of Tls.400 per day for the four days that the "Kintang" was detained at Wansien; Tls. 426 for fee paid for note of protest and Tls.133.45 being the cost of two first class tickets from Chungking to Wansien and return for the British Consul-General and the agent of Messrs. Butterfield and Swire. It was conceded at the trial by counsel for the plaintiff that the plaintiff was not entitled to recover damages for loss of cargo. Plaintiff also asks for general damages on account of injury to its good name, general esteem and reputation for observance of law. But I find from the evidence that plaintiff is not entitled to damages on account of injury to its reputation. The evidence was very unsatisfactory upon this point, and I have no difficulty in reaching the conclusion that the Indo-China Co., did not suffer any damage or injury to its reputation. It will be noted in this connection that the China Navigation Co. (B. and S.) made no claim whatsoever against the plaintiff in this action for injury to its good name and reputation.

Damages.
So in the present case, the plaintiff can only recover from the defendant damages which were actually sustained by the China Navigation Co. by reason of the detention of its vessel at Wansien, although the plaintiff may have paid to the China Navigation Co. a larger sum. I am inclined to the opinion, from a careful consideration of the evidence relative to the actual damages sustained by the China Navigation Co., that the amount which was paid to that company by the plaintiff in settlement of the claim, was somewhat in excess of the damages actually sustained, even when eliminating the item paid on account of damage to cargo. In my judgment Tls.1,000 will be sufficient to cover the actual damages which were sustained by the detention of the "Kintang" during the four days that it was held up at Wansien, and I accordingly find and assess damages against the defendant in that amount. It is therefore ordered and adjudged that the plaintiff have and recover judgment against the above named defendant in the sum of Tls.1,000 together with the costs of this action. Shipping and Engineering.

CLYDE FISHING.
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CONSIGNEES.

LLOYD TRIESTINO N. CO.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optimal Cargo will be forwarded unless notice to the contrary be given before 20th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All claims against the vessel must be presented to the Underinsured on or before the 5th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

Hong Kong, 20th May, 1929.

THE EAST ASIATIC CO. LTD.,

COPENHAGEN.

The Motor Vessel, "SIAM"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th May, 1929, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 25th May, 1929, at 10 a.m.

All claims against the vessel must be presented to the Underinsured before the 5th May, 1929, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,

Agents.

Hong Kong, 21st May, 1929.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung, but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

May 17 to 23, 1929.

Date	High Water	Standard Time	Lower Water	Standard Time
May 17	8 54	4.7	m 10 25	4.3
18	4 53	5.8	m 0 25	1.4
19	7 41	5.7	m 0 32	1.7
20	7 31	5.3	m 0 42	1.7
21	7 12	5.6	m 1 16	2.0
22	6 48	5.7	m 1 16	2.0
23	6 11	5.2	m 2 05	2.3
24	5 58	5.1	m 1 45	2.3
25	5 35	5.0	m 2 44	1.4
26	5 22	5.4	m 2 11	1.5
27	5 57	4.7	m 4 33	1.4
28	6 52	8.7	m 2 35	1.7
29	10 46	4.4	m 4 15	1.1

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Pres. Cleveland ... Tues. June 18
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Pres. Taft ... Tues. July 16

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Pres. Lincoln ... Tues. June 11
Pres. Madison ... Tues. June 25
Pres. Jackson ... Tues. July 9

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Pres. Wilson ... Sun. Aug. 11, 8

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ANNOUNCEMENT.

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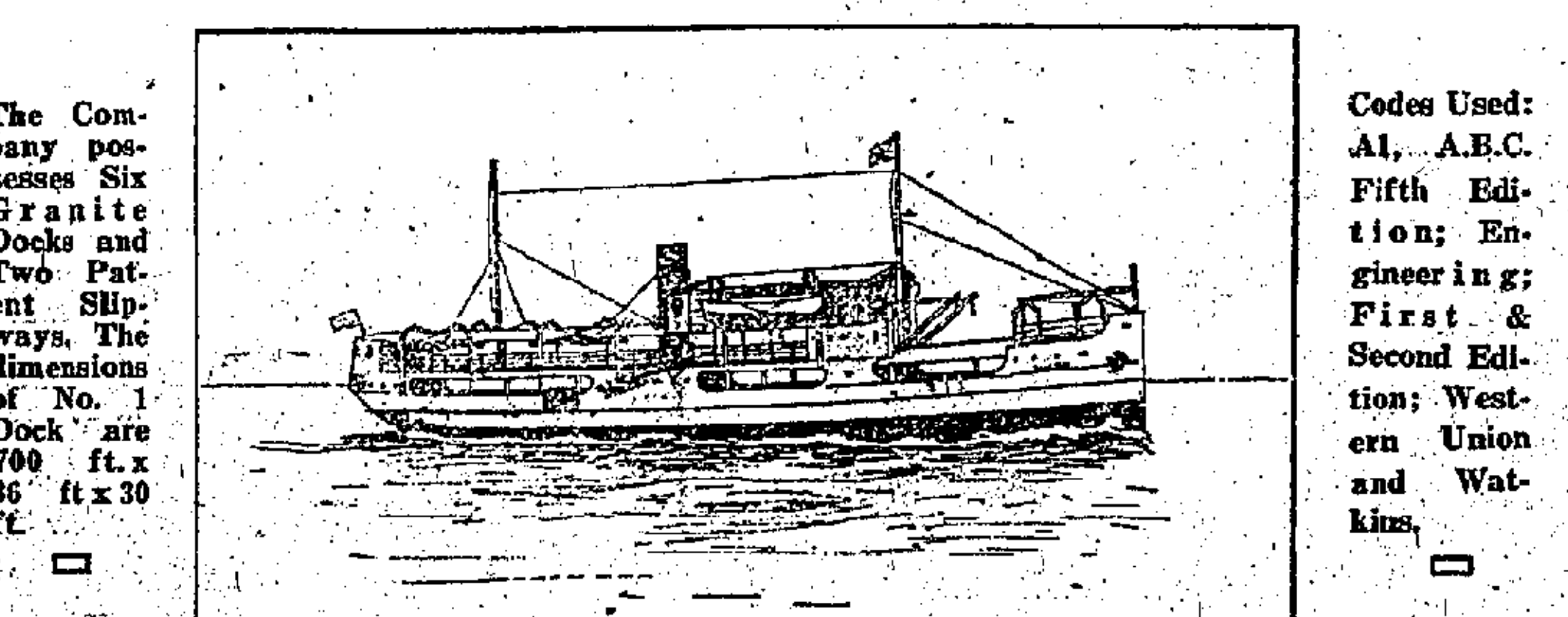
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Overland China Mail
[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4641.
Cable Address: Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—The Far Eastern Advertising Agency (London), Ltd., 36-38, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, May 23, 1929.

HOW WILL THE "FLAPPER" VOTE?

Now that a certain amount of "liveliness" is entering into the General Election at Home—what with a candidate being sent to hospital after a brick had collided with his head, in consequence, apparently, of a difference of opinion with one of his audience, and two writs for alleged slander having been issued, it is much more pleasant to get away from such stirring scenes to contemplate on the possible effects of the "flapper" vote. In the first place, accuracy demands as to state that there is really no such thing as a "flapper" vote just as, in these days of "Eton crops," "bobbed" or "shingled" hair there really is no such person as a "flapper." The vote has been granted to women of 21 years old and upwards—thus placing them politically on an equality with men—but not even the youngest of the women voters would feel flattered by being referred to as a "flapper." It is, of course, merely a matter for conjecture as to how women will exercise the franchise; now that it has been granted to them. In very many cases, as with the mere male voter, it will not be used at all; but the novelty of its newness on the present occasion may probably cause a large proportion of women voters to exercise their newly acquired right. As it is a fact that the vast majority of male voters of, say, between 21 and 31—being engrossed in sport and other matters more entertaining than politics—know practically nothing about political affairs, is it to be wondered at that women,

generally, should be any the more interested? We should say that at least fifty per cent. of those who may exercise the franchise very much require the guidance of those valiant individuals who canvass for possible political votes from door-to-door on the eve of an election.

A telegram to hand states that the register of the new electorate for England and Wales is now complete. Evidently it has just come in time for use in the present election, and, as is well known, it will very considerably augment the women's vote. We read that for the 514 constituencies in England and Wales there is now a total electorate of 2,592,506 of whom 13,225,156 are women voters—a majority of 1,357,776 for the ladies, which, of course, must be the case in a population where women are much in the majority. The all-important point, however, at the present moment is: "How are the ladies likely to vote?"

An interesting statement was recently made by Mr. Arthur Henderson, M. P., who is Secretary of the Socialist Party of Great Britain, and who was not only a member of the Labour Government of 1924 but was also included in one of the many Coalition Administrations of the War period. Mr. Henderson may therefore be regarded as one competent to say something sound on the point in question. He says that those women, and especially the younger ones, who are voting for the first time will be "very much influenced by their environment and by their parents." This will be, we venture to say, a rather unusual experience for parents in these days. "Working girls," he adds, "who are beginning to understand the grievances of their class will, of course, like their parents, vote for us—(the Socialists or Labour Party), while the daughters of 'middleclass' people will follow in their fathers' footsteps and vote Conservative or Liberal." Not very complimentary to the mentality of women voters, but, of course, one must make allowance for their inexperience in political affairs. Mr. Henderson also said: "Judging by the letters we are receiving, the women are tremendously keen on the vote and likewise on the equality of the sexes. They are taking matters very seriously and are especially interested in disarmament and the prevention of war."

If women voters are "tremendously keen" then we may all get a very big surprise in the result of the polls. Probably the Parties that are best organised will receive most of the new votes as be-

ginners are almost invariably most easily influenced by those who take the trouble to explain matters to them. Meantime, on such a highly speculative point as to the way ladies will vote, it will be best to "wait and see."

Just as every scrap of material energy, whether liberated by an engine, by the fall of a stone, or a volcanic explosion of a steam-hammer is never lost, but returns to the ever-constant store of energy which is the source of all physical activity in the universe—so spiritual or mental activity is not lost, but all of it returns, in some way not yet understood, to a store or pool of spiritual reality which is the non-material counterpart of energy. — Daily News (London).

The traffic beacon at the junction of Pedder-street and Des Voeux-road has been reconstructed.

Sir Robert and Lady Ho Tung left for Shanghai on Tuesday by the M.M. liner "Angers." Mr. J. M. Noronha was a passenger on the same boat.

In a report made to the Police, Miss Ellis, proprietor of Claremont Hotel, Kowloon, states that a counterpane was stolen from the roof of the hotel where it had been hung out to dry.

In addition to the small-pox cases, which are referred to in another paragraph, the Medical Officer of Health last week received notification of two Chinese cases of cerebro-spinal fever.

Yesterday two cases of diphtheria were notified, one being Portuguese and the other Chinese. Two cases of enteric fever were also reported, both being Chinese.

Ten small-pox cases were reported to the Medical Officer of Health last week. Nine of them occurred in the Victoria registration district and one in Kowloon. There were eight deaths. Yesterday's return contained one further case.

As foreshadowed in the "China Mail" some time ago, the "island" outside the Kowloon Ferry Wharf which was recently levelled is being used as a parking stand for motor buses. The new scheme was brought into operation for the first time yesterday.

Because he was very ill and had suffered for a long time, a Chinese of the working class attempted to end his miseries by committing suicide. He jumped into the harbour from the Praya wall, but was rescued by a boatman and removed to the Government Civil Hospital.

Government passengers leaving for Home on Saturday, by the s.s. "Morea" include Mr. and Mrs. W. H. Owen (P.W.D.), Miss A. M. Davies (Medical), Mr. and Mrs. W. McKay and Mrs. C. J. Thompson (Harbour Office), and Messrs. W. E. Goldsmith, J. McLellan, E. Carpenter, and J. A. Munro (P.W.D.).

Mr. Lalehand, the managing partner of Messrs. Lalehand and Gargandas was the guest of honour at a tea party given in the Sindhi Merchants Club by Mr. Verhomal Shewaram, managing proprietor of the Pioneer Silk Store, yesterday afternoon. Mr. Lalehand intends leaving the Colony for India shortly with his wife and family.

The suicide of a Chinese woman passenger on the s.s. "Yuen Sang" by jumping overboard, was reported to the Police by Captain L. H. Hotching. The vessel, it is stated, was on her way from Singapore to Hong Kong. When the alarm was raised the "Yuen Sang" at once turned on her former track and a thorough search was made, but without result.

It is notified that the forthcoming local examination in connection with the Trinity College of Music, London, will be conducted by Mr. A. Mallinson, F.T.C.L., on the following dates:—Theory, Hong Kong University at 9.30 a.m. on Saturday morning; practical, at the City Hall, to-morrow, Saturday afternoon, and Tuesday, Mr. Mallinson arrives in Hong Kong to-day.

A house boy and coolie were yesterday charged at the Kowloon Magistracy before Mr. T. S. Whyte-Smith with assaulting the telephone operator of Kingsclere Hotel, Kowloon. His Worship said that the whole affair seemed rather trivial as no weapons of any description were used and the complainant was in no way hurt. Accused were bound over in a personal bond of \$50 each to keep the peace for six months.

CORRESPONDENCE

WHAT THE WORLD NEEDS

(To the Editor of the "China Mail.")
Sir,—The people of Canada are to be applauded for holding, under the auspices of the Canadian National Council of Education, a Conference to which representatives of various foreign countries were invited.

While I believe in the integrity of races, and think it a mistake for any well-defined, distinct race of people to admit large numbers of an alien race into its territories, I also recognise the truth that in our day the world has a different aspect from that which it had only a few years ago. Steamships, railroads, aeroplanes, motor vehicles, telegraph, telephone, and radio have contracted the world to such a degree that what was once a world is now hardly more than one large country. Free and rapid international communication among all the peoples of the earth is creating a new spirit of co-operation, fellowship, and brotherhood among all peoples such as perhaps the world has never seen before (different from and opposed to the spirit of Soviet Russia), and in spite of the difference of races we are beginning to recognise the truth that God "hath made of one blood all nations of men for to dwell on all the face of the earth."

Such Conferences as that recently held in Canada should be of frequent occurrence all over the world. We in the United States hold such Conferences; and some time ago a notable one was held in Honolulu. They should be held everywhere (especially in Europe).

What the world now seeks (or at least needs) is the formulation of broad principles, the construction of a way of life. At present the world cannot see the forest on account of the trees. There is too much petty, detailed work with test-tubes, microscopes, and statistics. We need cloistered, consecrated thinkers and scholars in the quiet avenues and laboratories of thought, men who have had much schooling in the broad walks of life as well as in universities, and who then retire to digest it all, and to hold conference between God and their souls. From such quiet cells there will yet emanate a light that will illuminate the world. The electric light of Edison marks the material conquest of the world. The spiritual light of unknown, unregarded scholars and men of God will usher in the new spiritual era and spiritual conquest of the world.

Yours, etc.,

CHARLES HOOPER.

Coeur d'Alene, Idaho, U.S.A.,
April 20, 1929.

MRS. G. E. STEPHENS

DEATH OCCURS IN THE VICTORIA HOSPITAL

HUSBAND ILL

The friends of Mr. G. E. Stephens, of the P.W.D., will sympathise with him in the death of his wife at the Victoria Hospital yesterday. Death was due to pneumonia. The death of Mrs. Stephens is particularly sad in view of the fact that her husband is at present lying ill with influenza, and, of course, cannot be informed of his great loss. Besides her husband, Mrs. Stephens is survived by four young children and a brother-in-law in Hong Kong, and other relatives at Home.

Yesterday afternoon, the funeral, which was largely attended, took place at the Protestant Cemetery, Happy Valley, the Rev. H. V. Koop officiating at the graveside.

The chief mourners were Sergeant Stephens, R.E., brother-in-law, and Sergeant Kelly and Sergeant Kirby of the Police. A number of representatives of the Public Works Department, the Sanitary Department, and military units were present.

There was a large number of floral tributes including wreaths from the European staffs of the Buildings Ordinance Office and General Works Office, P.W.D.

Sentences of four months' hard labour on each charge were imposed at the Kowloon Magistracy on a Chinese who stabbed a Chinese detective in the lip and resisted arrest when a pedestrian went to the officer's assistance.

story, which means that the direction of Alan Crosland is of the highest order.

The cast, besides the names of Barrymore and Costello, includes many screen actors of world-wide fame. The months of careful preparation are justified by the gem that is "When A Man Loves" with John Barrymore in the leading role. The picture comes to the Queen's Theatre to-day.

COMEDY COMPANY

"THE BEST PEOPLE" AT THEATRE ROYAL

SUCCESSFUL—AS USUAL

Last night the Banvard English Comedy Company opened to a large and appreciative audience in the Theatre Royal, with a very successful reproduction of that very enjoyable play, "The Best People." There was plenty of "red-hot cussing" in the play, but the audience did not appear to be shocked. In fact they made no attempt to hide the fact that they enjoyed it!

Everybody on the stage seemed to be "going." For example, old "Mrs. Lennox" (Valentine Clemow) was for ever "going to pieces" at the least provocation and had to be continuously admonished by her husband (Reginald Tippet) to "pull herself together." Their son "Bertie" (T. W. Sleight) was told that he was "going to the dogs" because of his "affair" with a chorus girl—"Alice O'Neil" (Elena Aherne)—and he replied that he was "going to stick to her," and his whole family could "go to hell!" The "Lennoxes" daughter "Marion" (Kathleen Vaughan), who was in love with her father's Canadian chauffeur (Ormonston Miller) said she would "go to the devil" if she was not allowed to marry.

"This Bolshevism"

"Uncle George Grafton (Henry J. Corner) said he was "going to the Police" to put a stop to this "Bolshevism," but "Millie Montgomery" (Josephine Kilfoyle), the Yankee show girl, said he should "go to a buck-house!"

"Mile," of course, was the centre of attraction on the stage. She was shocking, but meant well and was not half as bad a girl as her ways made her appear to be. Although this "sweet patootie" twang could not be placed on either side of the Mason-Dixon line, she put her part "over big." "Lord Rockmere" (Bardy Russell) was never seen for long on the stage, because he was constantly being told to "get out," to keep out of trouble, but when he did appear, he always managed to raise a laugh.

All the players entered fully into the spirit of the play with the result that it went off with a delightful swing from start to finish, and at the close of the final act they thoroughly deserved the thunderous applause which was accorded them.

To-night the Company will stage "The Ringer."

EMPIRE DAY

PATRIOTIC FILM AT QUEEN'S THEATRE

NAVY LEAGUE TO FORE

Cinema-goers and the public generally are advised that to-morrow being Empire Day, a patriotic film, "Keep Watch" will be shown in addition to the feature attraction at the Queen's Theatre during the second performance which will commence promptly at 5 p.m. Instead of the usual 5.10. This interesting picture is being shown by arrangement with The Navy League.

It is expected that there will be a crowded attendance, including prominent Naval and Military officers, besides members of the Government Service. Special music will be played.

ARTISTIC FILM

SCENES OF FRENCH LIFE OF LONG AGO

AT QUEEN'S THEATRE TO-DAY

In most of the arts, the finished product is the work of one individual. In motion pictures it is the work of many. Before a single set for the spectacular production, "When A Man Loves," was designed, research experts delved deeply into the history and literature of the times of Louis XV, of France, which is the period of the story.

The costumes are faithful reproductions of originals obtained from the French State Museum. Twenty-four costumes of the period were borrowed from the French Government, Warner Bros. posting a bond of \$24,000 as a guaranty of their safe return.

Street scenes and interiors were designed and executed by Mr. Ben Carré, who received his art education in Paris.

Limitless pains were taken in the reproduction of the convict ship and scenes of deportation and battle at sea. So authentic is the atmosphere in which the characters play their parts that the audience is completely lost in the

(Continued at foot of preceding Column.)

TREASURY WINS

NO LEGAL DUTY OWING TO BANK

CHIEF JUSTICE'S DECISION

The protracted action between the Treasury and the Hong Kong and Shanghai Banking Corporation was brought to a finish yesterday in the Supreme Court before the Chief Justice, Sir Henry Gullan.

After hearing legal arguments on the question of estoppel from counsel for both parties, his Lordship ruled that there was no legal duty owing to the Bank by the Treasury. It seemed to him that it was the forgery of the three cheques by which the Bank was induced to mistake the signatures of the Colonial Treasurer and the Cashier, when, in fact, they were not the signatures of these men. It would be stretching the point unduly if he were to hold that the proximate cause was the fact of the extraction of the cheques.

Arguments were commenced yesterday morning and after Mr. F. C. Jenkin, for the Bank, had cited several authorities in support of his contention that there was a duty owing to the Bank and that by not exercising due diligence and care on the part of the Treasury officials, the fraud was made possible.

Mr. Potter Replies

Replying for the Government, Mr. Eldon Potter, K.C., maintained that there was no duty on the part of Mr. Messer to supervise the office in any particular way for the purpose of ascertaining that the cheques had been extracted. There was no duty in law as decided by previous cases, and, consequently, there was no negligence by Mr. Messer.

As to the state of Tsang On-sing's mind at the time, counsel submitted that that point had been fully covered by the jury's finding—that Tsang believed that the cheque book had come short from the Bank.

Counsel further submitted that no case could be found in the authorities in which a customer had been held estopped except in the case of where a man knew that a specific cheque was to be presented.

It had been argued that Mr. Messer must be presumed to have known of the shortage, but the man entrusted with the cheque books did not know and therefore how could Mr. Messer know?

Counsel finally submitted that negligence alone, which might prove an opportunity for the perpetration of the forgery, was not in itself grounds for estoppel. He could not find a single English case where forged cheque had been held binding on the customer. It was not enough for the banker to show that the conduct of his customer had been careless and wasteful, to enable a forgery to be made. He must show that the customer had caused him to pay the money. The carelessness of the customer could not be put forward by a banker to justify his own default.

The Judgment

His Lordship said that the case was an important one, and he had entertained very grave doubts after certain questions had been answered by the jury as to what his judgment would be. One of the reasons was that the case was so important that it might go further. He had therefore decided to hear arguments both for and against.

He found that it was quite clear on the authorities that there was no duty upon the customer to keep his cheque books locked up or to keep them in his own custody. It was also clear from the authorities that if he entrusted his cheque books to a clerk or servant who was dishonest, and who forged his employer's name on a cheque, the customer was not responsible. The loss must fall on the banker because he had honoured a signature which was not in fact the signature of the customer.

Dealing with the point in regard to duty, his Lordship pointed out that it was essential for there to be duty before the question of estoppel could arise. In the present case the matter of duty arose out of the relationship between the banker and the customer. He thought that the authorities had shown that the duty did not arise with regard to the conduct of the ordinary business. From all the facts of the case, he was satisfied there was no legal duty owing to the Bank by the Treasury officials.

No Connecting Fact

There was no fact which connected the officers of the Government directly with the drawing or forging of the cheques neither was there any connection between anything that was done by the Government officers and the forgery of the cheques as a criminal act. It seemed clear the authorities laid down that any negligence on the part of any Government servant must be in the transaction itself.

On those grounds, he thought that the declaration should be granted. The declaration was:— "That the said Government is entitled to be credited by the defendant corporation with the said three amounts, namely \$30,965.30, \$78,330.41 and \$85,142.19, together with interest thereon at the customary or contractual rate of two per centum per annum from the dates whereon the amounts of the said three cheques were respectively debited to the general account of the said Government, till payment or judgment."

His Lordship added that it amounted to judgment for the plaintiff with costs, but he would not enter the amount.

VALEDICTORY

(Continued from Page 1.)

precipitation of their services in his Department, wishing them all success and happiness in their future spheres of action.

Mr. E. A. S. Hayward, Naval Store officer, presented Mr. Bennett with his farewell gift, and expressed his pleasure, in view of his own impending departure from the Colony in the near future, to be permitted to perform such a pleasant duty.

In the course of each of the Senior officer's remarks, constant reference was made to the sporting activities of the departing members in local Sporting Clubs notably, the Kowloon Bowling Green Club, Craikongover Cricket Club and the Civil Service Cricket Club.

"Scrap Iron" Team
Mr. C. Jones, who had the honour of replying first, put the large audience in good humour by his witty references to the sporting record of the Dockyard Recreation Club's "scrap iron" team who defeated the cream of the Colony's talent in a championship lawn bowls match, of which the players retained a tangible proof in the form of a trophy which was being taken home.

Messrs. Magill and Boryer responded in turn, as also did Mr. Bennett and each speaker was warmly applauded for apt and amusing remarks.

Throughout the evening, the musical members of the Dockyard Club did yeoman service. Mr. Longyear was an ideal accompanist. Messrs. Turner, Bennett, Crabb and Hopper regaled with sentimental and stirring ballads. Mr. Beer delighted with the comic element, and Mr. Stan Stacey surprised with first class selections on the violin. The hit of the evening was the "community singing" joined in by all and specially contributed anonymously, a further tribute to the "Silent Service" as represented by the records of H.M. Tug "Cherub" and staff of H.M. Dockyard. The poem has been duly docketed under Admiralty Fleet orders X.Y.Z. and is likely to become a classic in the local Dockyard.

Mr. Longyear, impromptu, supplied a rousing and ringing accompaniment, and the combined chorus had a deserved encore—the only one allowed, owing to the extensive programme. For they are jolly good fellows' sung with gusto; and "Auld Long Syne" in the Philharmonic's best style, preceded three Cheers and the Hong Kong Tiger. "The King" was finally honoured by the gathering who did their best to give four members of the Club and Dockyard a rousing send off from the Colony.

"COMMUNITY SINGING"

The following are the words of the topical song:—

It was the good tug "Cherub" That sailed the China sea,
The Skipper took his monies To keep him company.

Some sailors saw it gambling It's photo they did take
The skipper was delighted For Five Quid they did make.

The Skipper was not always A' watching of the tides
At times you'd find him bowling, With "Bias" on both sides.

And when he helped the Dockyard, Their matches all to win,
His "wiggles" and Tom's "waggles" Caused many and many a grin.

So when the ship is rounding Rime Head for Plymouth Sound
The Tanks will not need sounding For water there abound.

And as the four are shaking For that last drink at sea
We wonder which poor Charley Will pay for tetcher three.

CHINESE PHILOSOPHY

It was revealed at a Coroner's enquiry in Singapore that an aged Chinese woman had died six days after falling down at the rear of her house in Clive Street, having refused during that time, despite the doctor's advice, to allow herself to be sent to hospital. Her husband said she insisted that it was no use spending money when she was going to die. Her death was due to senility and shock from an accidental fall and a verdict of "Death by Misadventure" was returned.

John Lewis, aged 70, and Thomas Lewis, aged 76, deaf and dumb brothers, of Bedworth, Warwickshire, have died within a few days of each other.

Hundreds of unemployed youths made an unsuccessful attempt to rush the entrance to Liverpool football ground during a match between Liverpool and West Ham.

Thereon at the customary or contractual rate of two per centum per annum from the dates whereon the amounts of the said three cheques were respectively debited to the general account of the said Government, till payment or judgment."

His Lordship added that it amounted to judgment for the plaintiff with costs, but he would not enter the amount.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Mr. C. H. Sansom, Superintendent of Police, Singapore, and Mr. C. H. Nicol, assistant Superintendent of Police, have gone on eight months' leave of absence.

Mr. A. S. K. Macdonald is to be temporarily and subject to the approval of the King a nominated unofficial member of the Singapore Legislative Council in the place of the Hon. Mr. G. C. Clarke.

Bishop Ferguson-Davie will leave England for South Africa on May 31 to take charge of the English work at Umzim Norta, a growing suburb of Durban. Dr. Ferguson-Davie spent 29 years in India and Malaya, and was for 17 years Bishop of Singapore until his resignation in 1927.

The Shanghai-Nanking Air Service will be started by the Ministry of Communications on June 1. It is estimated that no fewer than 9,000 letters, 40 parcels and 500-copies of newspapers will be transported each day. Nineteen cents will be charged for each letter carried.

By the retirement of Major Stanley Lepelstrier Symonds, B.V.Sc., Veterinary Surgeon, Medical Department, F.M.S., Malaya loses a man who with the exception of five War years has served the country for over 20 years. Major Symonds saw service in the South African War in 1901-2 and in the Great War. Since his return to Malaya he has been stationed in Selangor and now intends to spend his life in retirement in Australia.

The following appointments to the Far Eastern Colonial service have been made by the Secretary of State for the Colonies—Straits Settlements: Mr. W. Duff, Mr. E. H. Dagg, Mr. S. Dods, Mr. G. W. Jackson, Mr. D. W. Macintosh, and Mr. V. C. Pearson, to be Probationary Inspectors of Police; Miss A. Compton, Mrs. E. Erard, Miss E. W. F. Gibson, Miss E. L. Michie, Miss J. M. Morgan, Miss I. M. B. Leaky and Miss B. G. A. Smith, to be Nursing Sisters.

Based on a resolution of the Third National Congress of the Kuomintang, that arsenals should be transformed into factories for the manufacture of agricultural implements and machinery, and that only one should be retained for the manufacture of munitions for national defence, arrangements are being made (states the Chinese press) to construct a huge new arsenal, the place for which has not yet been selected. The report that it would be built in Woosung is incorrect.

In the course of a telegram to the Ministry of Railways and the managing director of the Shanghai-Nanking and Shanghai-Hankow-Ningpo lines, local merchants ask that the services of Mr. C. L. G. Wayne, the traffic manager, be retained after his contract expires on July 31. They say that Mr. Wayne is a friend of the Chinese people and has done much to bring the railways to a high state of efficiency, and he is a loyal servant of the Chinese Government who has always carried out his duties fairly, honestly, and fearlessly.

The following officers of Shanghai Municipal Police have been promoted:—To be chief inspector Insp. C. Powell; to be inspector Sub-Insp. A. G. Groves, E. A. Eva, V. Sharman, J. Watson, W. Hotchkiss; to be sub-inspectors Sergts. E. C. Stokes, A. Evans, B. B. Boody, A. J. Toon, F. V. Collison, H. Willgoss, R. C. Martin, H. Brownrigg, A. Telfer, W. B. Curtis, L. Myerscough, B. B. Everest, E. C. Watson, J. E. Blenkinsop, V. Woolley, F. Hancock, J. W. Taplin, J. Furness, J. A. McFarlane, J. E. Phillips and G. J. Bennett.

The death occurred, on April 7, in his sleep, at Bankhead, Pangbourne, at the age of 80, of Mr. William Richard Carles, C.M.G., who 28 years ago retired from the China Consular Service, after a spell of 33 years' work. Mr. Carles, a native of Warwick, was educated at Marlborough College, and entered the Consular Service in 1867. In 1882 he became Acting Chinese Secretary at Peking, and two years later was transferred to Korea as Vice-Consul, later acting there as Consul-General. He saw service at Shanghai as Vice-Consul in 1886, then successively he was Consul at Chinkiang, Acting-Consul at Hankow, Acting-Consul at Foochow, and Consul at Tientsin. On his resignation in the year following the Boxer rebellion, he was Consul-General at Tientsin and Peking.

A keen sportsman in his day, he was fond of cricket, tennis and riding. He wrote an interesting volume entitled, "Life in Korea."

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre; "When A Man Loves."

To-day—World Theatre; "Body And Soul."

To-day—Star Theatre; "Another Scandal."

To-day—Majestic Theatre; "The Patsy."

To-day—Theatre Royal; "The Ringer," 9.15 p.m.

May 24—Queen's Theatre; "Keep Watch," 5 p.m.

Home Mail

To-morrow—Inward from Europe via Siberia ("Mores").

To-morrow—Outward for Shanghai, Japan and Europe via Siberia, ("Rajputana"), 8.30 a.m.

Lammerts' Auction

May 24—At Sales Room, Duddell-st., 1,500 bags No. 24 Java white sugar, noon.

Land Sales

May 27—At P.W.D. Offices, two lots of Crown land at Prince Edward-rd., Kowloon City, and Boundary-st., Mong Kok Tsui, 3 p.m.

Meetings

May 24—Meetings of Union Insurance Society of Canton, Ltd., China Fire Insurance Co., Ltd., and British Trader's Insurance Co., Ltd., at Union Bldg., 11 a.m., 11.15 a.m., and 11.20 a.m., respectively.

Miscellaneous

To-day—Distribution of prizes to Wah Yan College boys, 5.15 p.m.

May 30—Dinner at Hong Kong Hotel to serving and ex-officers of the Royal Engineers.

THE CROSSINGS

LONDON'S STREET DANGERS

Crusaders of the crossings, taking their lives in their hands in a thirst for thrills a dozen times a day, are a sight of London so familiar that they are scarcely noticed.

If Blackfriars or Westminster were transferred to the stage these every-day Coeur-de-lions would be applauded for their skill and courage. As it is, they are merely called "jay-walkers."

Tons of Danger

Traffic pours in and out and across from four directions, hundreds of tons of potential tragedy sweeping through the streets, and all the time these few stones of human frailty pick and dash and wriggle their way across. Sometimes they are killed or injured. Still the survivors persist.

A kindly Government has built safety subways at the most dangerous crossings. Now and then a few stray persons drift through them. Most of the time they are practically deserted, while thousands overhead risk their lives and waste their time dodging the traffic.

What is the reason for this persistent foolhardiness of the otherwise docile Londoner? Is it courage, or is it mere perversity? Perhaps it is that the thrills and excitement of "jay-walking" are the only adventure in dull, routine lives.

The recent announcement by the N.Y.K. Line of a direct service to Havana in the near future doubtless will be welcomed by local shippers and will tend to stimulate trade between the two ports. The N.Y.K. are about to send their New York via Panama boats direct to the Cuban port—eight sailings a year out of their present New York sailings. They claim that these boats, running at accelerated speed, will reach New York exactly on scheduled time, in spite of this deviation. The first steamer, the "Takaoka Maru," will sail from Shanghai on July 2.

NEW ADVERTISEMENTS.

WANTED

WANTED.—Portuguese Clerk with about 4 years' experience of Accounts. Reply Secretary, P.O. Box 22.

"KEEP WATCH"

THE NAVY LEAGUE (Hong Kong Branch) have much pleasure in announcing that with the kind permission of the HONG KONG AMUSEMENTS, LTD. and under the auspices of the St. George's and St. Andrew's Societies they will be showing the film:—

"KEEP WATCH"

on EMPIRE DAY (May 24) at the afternoon performance which will take place at 5 p.m. sharp in the Queen's Theatre in conjunction with the ordinary programme.

Special arrangements have already been completed for a number of school children, otherwise prices are as usual.

L. M. WHYTE,

Hon. Sec.,

Navy League

(Hong Kong Branch).

Hong Kong, May 21, 1929.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON THURSDAY, the 30th May, 1929, commencing at 11 a.m., at No. 27, Humphreys' Buildings, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

and One Frigidaire.

On View from Wednesday, the 29th May, 1929.

Catalogues will be issued. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 23rd May, 1929.

THEATRE ROYAL

HONG KONG.

□ □ □

W. R. BANVARD

Presents

THE ENGLISH COMEDY COMPANY

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"THE RINGER"

TO-MORROW

"A CUCKOO IN THE NEST."

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Prices: \$3, \$2 & \$1.

A party of British officers were conducted on a tour of the battlefields on the left bank of the Meuse by Colonel Marchal, of the French Army.

The Inter-Allied Commission in Sofia recommends that the half only of the Reparations payments to be made by Bulgaria in 1929 should be postponed.

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Sore Aching Feet,
Eczema, Prickly Heat,
Rashes, Heat Sores
& Other Skin Troubles

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All chemists and dispensaries sell Zam-Buk in handy size boxes.

HERO WORSHIP

£25 FOR G.B.S. POSTCARDS:
THE NEW ALCHEMIST

FOUR "SUPER-SELLERS"

"It is such a small thing, and yet when you come to think of it," said a friend to me, writes Mr. Huntly Carter, "it is a veritable card of gold." He held up a postcard, five and a half inches by three and a half, on which were written, in a small, clear, careful handwriting, a few words and the initials G.B.S.

"Do you know," he continued, "that a similar card fetched £25 not long ago." "That," I said, "works out at about £5 an inch."



Mrs. Edward Everett Gann, sister of Vice-President Charles Curtis, whose ranking in the Washington diplomatic set has been causing an upheaval in Washington.

This must be the time for holders of Shaw stock to dispose of some of the handwriting of their super-hero.

"It was not from the mint," he observed. "What must some of the old 'uns be worth?" I smiled, for looked away in a safe place are some of the old ones, written in Shaw's most vigorous style at a time when he did not mince his words. Among them is one that tells me in lively terms that I have outwitted the Great Man by causing him to support a new Labour organisation which he hates.

Master of Insult.

There is another that tells me sharply that I am a master of sarcastic insult, and that I hold the record of having insulted Shaw more successfully and often than any person on earth. Underneath this outburst is my pencilled reply:—"Dear Shaw, You ought to be proud of so apt a pupil." And there is the precious bit of handwriting at the conclusion of a Shaw manuscript telling me that I deserve to die in the workhouse. "There is plenty of hope," I replied. "Shaw is the new type of alchemist," I observed. "How he transmutes postcards into gold."

"Why not find out what your holdings of Shaw stock are worth?" came the suggestion. "And while you are about it you might find out what an imperishable handwriting of other famous scribes is worth." My thoughts turned to the great pile of correspondence which I have received from famous people during the past twenty years.

I sought permission to sell Shaw's handwriting, and received a conditional assent. There was no objection to my selling provided I sold to one man only. It sounded as though some one was making a

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 1/2
Bank, on demand	1/11 3/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 1/2
Documentary 4 months' sight	2/- 1/2
On Paris—	
On demand	1197 1/2
Credits, 4 months' sight	1272 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46 1/2
Credits, 60 days' sight	48 1/2
On Bombay—	
Wire	129
On demand	129
On Calcutta—	
Wire	129
On demand	129
On Singapore—	
On demand	83 1/4
On Manila—	
On demand	94
On Shanghai—	
On demand	80 1/2
60 days' sight (private papers)	—
On Yokohama—	
On demand	104 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	25 1/16
Bar Silver in Hong Kong	5% Prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	30% 1/2 dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES

London, Yesterday.	
Paris	124.15
New York	4.84 5/16
Brussels	34.135
Geneva	25.195
Amsterdam	12.06
Milan	92.675
Berlin	20.365
Stockholm	19.15
Copenhagen	13.205
Oslo	18.20
Vienna	34.53
Prague	163 1/2
Helsingfors	192 1/2
Madrid	34.125
Lisbon	108 1/2
Athens	57 1/2
Bucharest	81 1/2
Rio	5 87/64
Buenos Aires	47 1/2
Bombay	1/8 3/4
Shanghai	2/5
Hong Kong	1/11 1/2
Yokohama	1/10 3/32
Silver Spot & Forward	25 1/16
—British Wireless Service.	

corner in the Epistles of St. Bernard.

£20 Look

I went to talk to him about the present price of hero worship. I wanted to obtain answers to two questions. Whose handwriting he was buying and whose fetched the most to-day?

He was a pleasant-face little man, with the air of big business, and a twenty pound postcard look. He occupied a sumptuous flat. There were a soft carpet, a soft couch, a claret that would have satisfied Gladstone's palate and multi-millionaire cigars.

"You are a private collector," I began. He dismissed the question scornfully. He was a big dealer in written manuscripts. He was out to buy all the Shaws on earth. "All?" I queried. "I can remember the time when Shaw wrote postcards with both hands and both

T.T. on London 1/11 1/2
T.T. on Shanghai \$81

Banks

H.K. Banks	\$122 1/2 b
H.K. London Reg.	\$133 1/2 n
Chartered Bank	\$19 1/2 b
Mercantile A. & B.	\$33 n
Mercantile C.	\$15 1/2 n
P. & O. Bank	\$9 1/2 n
Bank of East Asia	\$90 1/2 n

Insurances

Canton Insurance	\$695 b
Union Insurance	\$365 s
North China Insurance	T160 b
Yangtze Insurance	M\$50 n
China Underwriters	\$220 s
China Fire Insurance	\$300 b
H.K. Fire Insurance	\$775 n

Shipping

Douglases	\$33 s
H.K. Steamboats	\$26 s
H.K. Tugs & Lighters	\$2.60 s
Indo-China (Pref.)	\$47 1/2 b
Indo-China (Def.)	\$70 n
Shell Transports	\$97/- n
Shell Transports (new)	—
Union Water-boats	\$22 n

Mining

Benguet	\$2 1/2 b
Kailan Mining Ad.	66/- b
Langkats (comb.)	T14 n
Langkats (singles)	T7 1/2 n
Shanghai Explorations	\$23 n
Shanghai Loans	T4 1/2 s
Raub's	\$6 1/2 n
Tromch Mines	17/6 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves	\$122 1/2 b
H.K. & W. Docks	\$36 n
China Providents	\$4.30 s
Hongkew's	T178 n
New Engineerings	T6.65 b
Shanghai Docks	T125 s

Cotton Mills

Ewo Cottons	T12 1/2 s
Oriental Cottons	T2 b 2 1/2 s
Shanghai Cottons (old)	T72 b
Shanghai Cottons (new)	T32 1/2 n

Lands, Hotels & Buildings

H.K. & S. Hotels	\$8.80 n
H.K. Lands	\$62 1/2 b
Shanghai Lands	T143 n
Humphreys' Estates	\$14.35 n
H.K. Realities	\$8.35 n
H.K. Territorials	—
Prince's Buildings	—

Public Utilities

H.K. Tramways	\$18.30 n
Peak Trams (old)	\$12 1/2 b
Peak Trams (new)	\$6.55 n
Star Ferries	\$66 1/4 b
China Lights (comb.)	—
China Lights (old)	\$13 b
China Lights (new)	12.80 s x r
[8 n rights]	

China Lights (new)

China Lights 1928 issue	—
H.K. Electrics (old)	\$57 s
H.K. Electrics (new)	—
Macao Electrics	\$26 1/2 n
H.K. Telephone	\$7 n
China Buses	T14 1/2 b
Singapore Traction	T11 1/6 n
Singapore Pref.	16/8 b
Sandakan Lts.	\$2 1/2 s

Industrials

China Sugars	\$30 n
Malabon Sugars	\$27 n
Canton Ices	\$1.80 b
Cements (comb.)	\$8.10 b 8.30 s
[8.05 sa]	
Cements (old)	\$7 1/2 n
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7.10 n
H.K. Ropes (new)	—
United Asbestos	\$5 b

Stores, &c.

Dairy Farms	\$19 1/4 b
Watsons	\$12.90 s
Der A. Wings	\$0 cts. b
Lane, Crawford's	\$2 s
Mackintosh's	\$18 b
Sinceres	\$11.80 b
Wm. Powell's	\$3.65 s

Miscellaneous

H.K. Amusements	\$30 s
Hong Kong Construction	\$1 1/2 b
B. Ind. G. Bonds	67% b
H.K. Govt. Loans	6 1/2% b Prem.

Deer Permit Petting

feet and his mouth. There must be millions about. Have you bought many?" He threw up his hands. "Many! I've got three ships full." He glanced towards a side room, and immediately, in imagination, I saw an Aladdin's Cave.

"I'll Buy All the Shaws"

"Shaw is the saleable Superman," I suggested. "The Superman," he corrected, sharply. "I'll buy all the Shaws you've got."

"What about the letters of other supermen?" I asked. I took out a bundle of letters and read the signatures rapidly—H. G. Wells, Arnold Bennett, G. K. Chesterton, Hilaire Belloc, and many more. He swept them aside with indifference.

I handed him a blank sheet of paper. "Write down," I said, "the names of the celebrated people whose handwriting you are buying."

He wrote down four names. I glanced at the list—Shaw, Barrie, Kipling, Hardy.

"Is that all?" I said, with surprise. "That's all, he replied. "They are the four super-sellers," I observed. He nodded.

Last Minute Interview

"What about your Shaw letters and postcards?" he inquired. "I have not brought them," I said. "You gave me a last-minute interview."

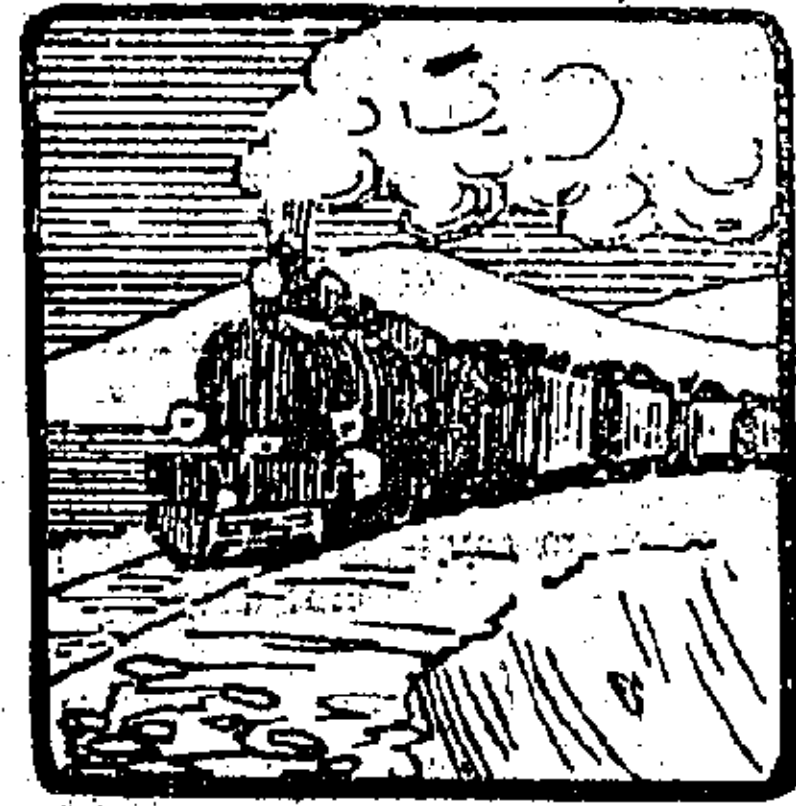
"Is there hope that you will bring them when I return to London?" he asked.

"Possibly."

But I have thought things over since. I shall stick to the first editions of famous handwritings in my possession. When I die I shall take Shaw's golden postcards with me, and paper Heaven with them.

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and

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and all the NEWS.

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the trouble of writing Home.

Interest during the past week has centred on the clash of arms between Kwangtung and Kwangsi at the bidding of Marshal Chiang Kai-shek. On several occasions Canton has been in peril of capture, but up to the time of going to press it was still intact, although there has been a general exodus of official and civilians to the safe haven of Hong Kong. Thanks to a full and varied new service, foreign and vernacular, the full story of the war can be viewed from various angles in the "Overland China Mail."

In the North the long feared rupture between Marshal Chiang Kai-shek and Marshal Feng Yu-hsiang has come to a head. The former has already established a censorship over Feng's telegrams and has ordered his divisional Commanders to prepare for a general attack. The story is well told in chronological order in the columns of the "Overland China Mail."

Locally intense interest has been taken in the suit brought by the Treasury against the Hong Kong and Shanghai Banking Corporation. The daily proceedings are well reported, and the jury's verdict is given, together with its later sequel—legal argument on the Treasury's formal application for judgment in its favour.

Other local news is served up in an interesting manner, including the two days' race meeting, League tennis results and the progress of the Lawn Bowls League.

Furthermore, with each copy of the "Overland China Mail" is given away a four-page coloured picture supplement—a departure that promises to make the "Overland" more popular than ever both in the Colony and at Home and elsewhere overseas.

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"THE OVERLAND CHINA MAIL"

Sport Columns

BARE LEGS

GIRL TENNIS PLAYERS VOGUE

"GRUNDIES" SHOCKED

London, Yesterday. The bare-legged vogue for girl tennis players, set by the South African, Miss Scott, when she was in England in 1927, is being taken up widely by British and American players—Wills and Cross played without stockings in Holland and France and now Miss Helen.

The Misses Jacobs the runner-up to Miss Wills in the American championships, Miss Evelyn Colyer and Mrs. John Hill announce that they will play in future without stockings.

It is asserted that this increases speed on the court, in addition to being more comfortable. The new fashion has evoked strictures from the "grundies," male and female. —Reuter.

SINGAPORE PLAYERS MEET LOCAL CHINESE

There was a large attendance at the Chinese Recreation Club yesterday to witness the unofficial Chinese tennis interplay between Khoo Hooi-hye and Ong Ee-kong, of Singapore, and two local Chinese. The exhibition was rather disappointing, however, owing to the players being ill matched. The opponents should have been shifted round, and then those who paid to see the matches would have received more value for their money. As it was, the matches were very one-sided, the winning players Khoo Hooi-hye and M. W. Lo winning in straight sets, and there was hardly any thrill in the exhibitions.

M. W. Lo showed all-round superiority over Ong Ee-kong in no uncertain manner, and with the latter's service inconsistent, Lo won rather easily by 6-1; 6-2.

Khoo Hooi-hye, who had played for China in the Far Eastern Olympiad, justified his reputation as one of the best Chinese players. He played like a champion, featuring a terrific forehand drive which almost always had Ng Sze-kwong beaten. Khoo won by 6-0; 6-3.

The Singaporeans will again be seen in action at the C.R.C., this afternoon when they will engage M. W. Lo and Ng Sze-kwong in a doubles match at 4.30.

The match which is most keenly looked forward to, however, will be to-morrow's match between Khoo Hooi-hye and M. W. Lo.

GOLF IN CANTON

RESULT OF THE EASTER CUP FINAL

[From Our Own Correspondent.]

Canton, Yesterday. In the final of the Easter Cup Mr. J. C. H. Bonbright (1) beat Mr. W. Sandstrom (12) by 5 and 4.

In the Monthly Bogy for May, Mr. J. M. Walker was all square with bogy, thus qualifying for the President's Cup.

TUNNEY SUE

"IT MUST BE ANOTHER JOKE"

A FRESH DEVELOPMENT

Briani (Adriatic), Yesterday. "It must be another joke," was Tunney's comment on the reported breach of promise suit.

"When I am sued I shall let my attorneys worry."

A New York message says Tunney's attorney has published an affidavit dated July 24 last year, signed by Mrs. Fogarty, making a "solemn declaration under oath" that Tunney was under no obligation whatsoever towards Mrs. Fogarty. —Reuter.

FOOTBALL

ENGLISH TOURING TEAM IN S. AFRICA

AN INITIAL WIN

Capetown, Yesterday. The opening match of the tour of the English Association football was played here to-day when the visitors beat the Western Province by six goals to one. —Reuter.

BOXING

EXHIBITION AT THE QUEEN'S COLLEGE

SOME LIVELY SCRAPS

A very creditable exhibition of boxing and single-stick fighting, which spoke well of the excellent training of the instructor, Sergt. "Kid" Marriott, was given by students of Queen's College in the College Hall this morning.

Six boxing and one single-stick bouts were fought and some lively scraps were witnessed, the boys being in earnest from gong to gong and many hard knocks were exchanged in the best of sporting spirit, which, it was quite evident, had been well instilled into the young boxers by their capable trainer, a popular figure in local boxing circles in the "good old days" and still a lively "old horse," very handy with his fists.

All the boxing bouts were over the distance of three two-minute rounds, whilst in the single-stick contest three one-minute rounds were fought.

Willing Mixers

The first bout was a heavy-weight boxing contest between F. Abbas and Wong Wing-nin, both very willing mixers. The first round was pretty even, Wong playing a clever left whilst Abbas opened out with both hands. In the next two rounds Wong used both his hands to advantage and scored nicely. He left his body wide open, however, and Abbas failed to grasp his opportunity. He lost by a narrow margin of points.

Next two lightweights occupied the ring. They were E. H. Esmail and Wong Hon-ye. Wong had the advantage of height and reach which he used well. Esmail was a lively little fighter, but he was too inclined to jump about, and was always playing for the taller boy's face when an attack on the body would have brought more results. The exchanges were so even, however, that extra time of half-a-minute had to be fought and even then the officials could not come to a decision and the bout was rightly declared a draw.

Chinese Nippers

Two little Chinese nippers next fought in the flyweight class. The young battlers were Li Hau-wai and Chau Fook-yuen. There was a lot of fireworks throughout the three rounds, with a bit of pushing and wrestling thrown in for good measure. They both stayed the distance well, especially Li, the smaller boy who had his opponent puffing hard in the last round. Li got a very popular decision.

The single-stick bout was put on next, between Bashire Ahmed and O. K. Sadick. Points were scored only for cuts, thrusts being banned on account of the dangers of low moves. These two Indian boys gave a fine exhibition and at the close of the second round they were even with 12 points each. In the third round it was given and taken right up to the gong when it was found that Sadick had won by the narrow margin of one point.

A welterweight boxing bout came next, the contestants being Cheung To-hi and Ip Hon-sun. Ip opened the first round flashily but soon fell on the defensive and remained so to the gong when

CHEAPEST CLUB?

V.R.C. — \$36 PER ANNUM

BETTER COMFORT WANTED

At the annual meeting of the Victoria Recreation Club yesterday evening, Mr. W. Logan presided in the absence of the Hon. Mr. W. T. Southorn, C.M.G., who was unable to attend owing to a prior engagement.

Appeal for Support

The Chairman made an appeal for support saying that the furniture of the Club was in a rotten state, the comfort of the members was not looked after and that, without ready cash on hand, he premises had to do without a lot of paint.

"Something must be done," said the Chairman, "and that is why I intend to propose the resolution which will be put to the meeting to-night."

Before the business of the Club was dealt with, Mr. Logan requested the members to stand in silence for a few seconds in memory of their late Hon. Secretary, Mr. R. C. Wicheil, who died last year.

The Chairman said that the Club buildings were in a fair state of repair, and as far as could be ascertained, free from white ants and dry rot. They were in need of a great deal of paint, and without monetary support, they could do nothing. The swimming bath was in good repair and the motor pump has apparently given no trouble since it was overhauled by the Dock Company.

They Are But We Are Not

Mr. Logan next stated, "Although the Club is in a very bad way financially we are not in debt. As a matter of fact we have in the circumstances, carried on very successfully. There are several Clubs in Hong Kong which are not nearly so successful. They are in debt and we are not. But apart from that we are in a different position. There is much to be done with our premises. The loss on our year's working is practically nothing, but we have to consider the future. We are fortunate that we have not lost money. But apart from all that we want to show a profit—a working profit."

the bout went to Cheung by a big margin, he having scored freely with both hands on face and body, practically without reply.

Two Heavyweights

The next bout brought together two heavyweights, O. el Arculli and Chu Wing-cheung, who was last year's school champion. At the open of the first round Chu scored nicely on Arculli, but soon the tables were turned and the Chinese was badly shaken when he stopped a couple of hefty lefts on the nose. He retired at the end of the round claiming that he could not continue because he was out of training.

The last bout was a welterweight mix-up between Pang Tui-cheung and Tong Tung-kai. The exchanges were lively in the first two rounds and there was little to choose between the boys, but Pang made a whirlwind finish in the third round, and taking the fight to Tong he secured the decision.

The officials were:—Referee: Mr. G. W. Reeve. Judges: Mr. D. M. Richards and Sergt. Marshall, K.O.S.E. Time-keeper: Mr. H. G. Wallington.

Master of Ceremonies: Mr. J. C. Fletcher. Boxers' Steward: Mr. Butcher. Instructor: Sergt. "Kid" Marriott.

RACING

DERBY CANDIDATE REPORTED "ALL RIGHT"

London, Yesterday.

Cragsdour's trainer states that the horse had a strong gallop this morning, the work being in every way satisfactory, and that it is now quite all right. — Reuter.

The adoption of the report and accounts was seconded by Mr. P. W. Ramsay and carried.

From \$2 to \$3

The first proposal was that the monthly subscription be \$3 instead of \$2 for visitors; the next that the subscription for residents should be \$3 per month instead of \$20 per annum, payable in advance; and another that members if they have not paid their subscriptions for the previous month should be posted on the notice board. Hitherto it had been the custom only to post such members prior to the annual general meeting.

A change in Rule 19 was also proposed that a member be responsible for his subscription only up to the end of the month in which he resigns.

After some discussions it was ultimately decided that the proposals should be put into operation for one year.

A member suggested the popularising of the Club, by having lady members, holding fetes, etc. The Chairman pointed out the absence of funds and lack of a proper hall.

Was Mr. Cooke Serious?

Mr. Cooke asserted, "The Club fees have not been increased since 1913. It is the cheapest Club for what you get—in Hong Kong. Where can you get another Club like this?"

Voting for officers then took place, the following being appointed for the ensuing year:—Chairman, the Hon. Mr. W. T. Southorn; Hon. Secretary, Mr. H. J. Stewart; Hon. Treasurer, Mr. H. Hyndman; Committee, Messrs. W. Logan, A. F. Silva, Netto, J. A. R. Soares, A. A. Alves, J. J. Edgar, S. A. Marcal, J. R. Johnstone, F. W. T. Ross and E. E. Wilson.



Former Gov. Henry J. Allen, of Kansas, and Director of Publicity for the Republican National Committee during the last campaign, who has been appointed United States Senator from Kansas to succeed Vice-President Curtis.

"NOT GUILTY"

PRISONER WHO WAS WRONGLY IDENTIFIED

A YEAR-OLD CRIME

Lam Chun, a Chinese coolie, who was arraigned before his Honour, the Puisne Judge (Mr. Justice J. R. Wood) at the Criminal Sessions yesterday on charges of robbery and kidnapping, was found "Not Guilty" by the jury.

Prisoner's defence was a simple one. He maintained throughout that he had been wrongly identified, and in this he could not be shaken. The crime was said to have been committed a year ago on board a junk at Tai Nam Chung.

Mr. H. Somerset Fitzroy, Assistant Crown advocate, prosecuted.

The marriage arranged between Mr. Frederick Cox, younger son of Mr. and Mrs. F. Bede Cox, of Lymington, and Miss Nona Gaffney, eldest daughter of Mr. and Mrs. J. S. Gaffney, of Limerick, will take place about the middle of June in Penang.



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WATER SUPPLY

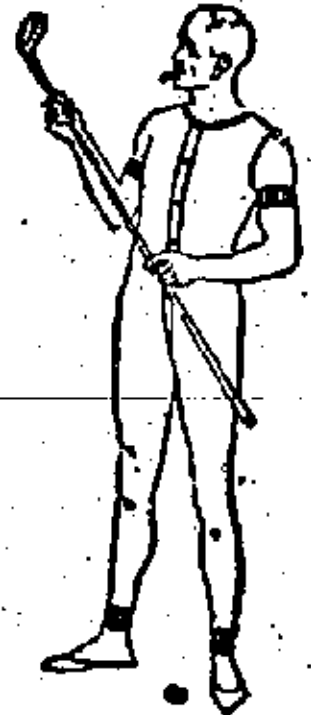
Level and Storage of water in Reservoirs on May 1, 1929:—CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	17'15" B 31' 0" B	
Tytam Byewash	16' 8" B 24'11" B	
Tytam Intermediate	4' 6" B 34' 7" B	
Tytam Tuk	38' 0" B 92' 1" B	
Wong Nei Chung	16' 5" B 49' 3" B	
Pokfulum	11'10" B 33' 8" B	
[Note: B. denotes "Below Overflow". A. denotes "Above Overflow". L. denotes "Level with Overflow".]		
Storage in millions and Decimals of gallons.		
Tytam	1,140.39	312.78
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.		
1928	1929	
Consumption	217.00	159.74
Estimated population	421,380	431,700
Consumption per head per day	17.1	12.3
* Includes 3.72 m.g. from Tai Koo Refinery Dam & 7.38 m.g. from Kowloon.		
Intermittent Supply in all Rider Main Districts during April 1929. Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during April, 1929.		
KOWLOON WATER WORKS LEVEL.		
	1928	1929
Kowloon Reservoir	17' 4" B 37' 5" B	
Shek Lai Pui Reservoir	9' 2" B 34' 2" B	
Reception Reservoir	2' 0" B 2' 2" B	
Storage in millions and Decimals of gallons.		
Kowloon Reservoir	196.58	12.75
Shek Lai Pui Reservoir	81.84	18.80
Reception Reservoir	27.87	27.45
Total	306.29	137.00
Consumption of water in Kowloon in millions and decimals of gallons during the month of April.		
1928	1929	
Consumption	97.59	105.64
Estimated population	164,850	168,900
Consumption per head per day	19.7	20.7
* Does not include water sent to Hong Kong.		
Full Supply in all districts during April 1928 and 1929.		
The Government Analyst's reports show that the quality of the water is satisfactory.		
Total rainfall to April 30, 1928, 14.74; April 30, 1929, 3.56.		

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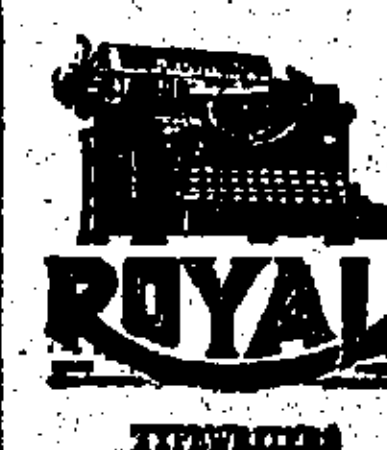
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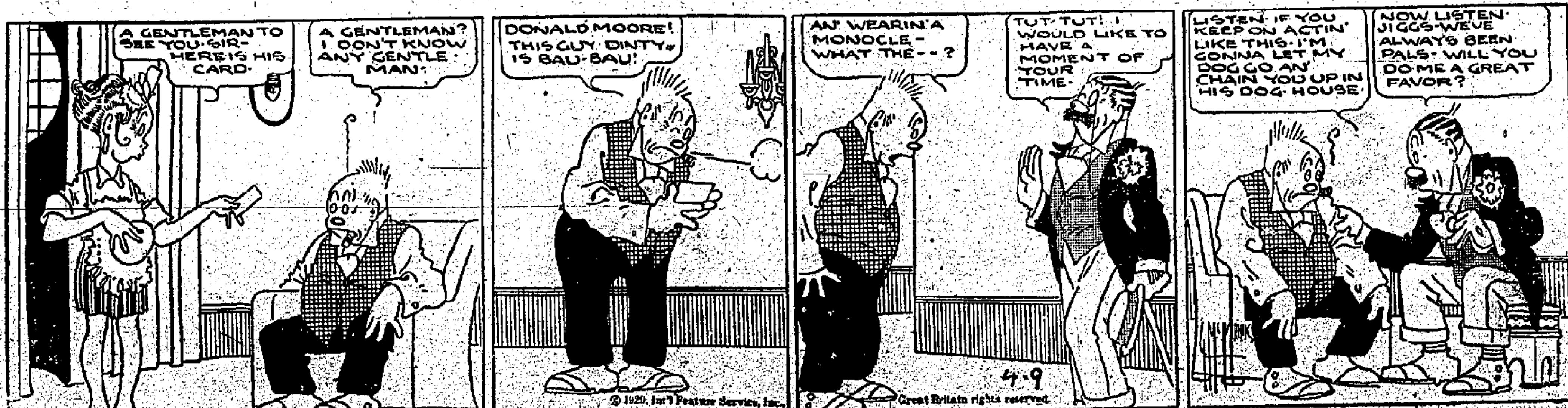
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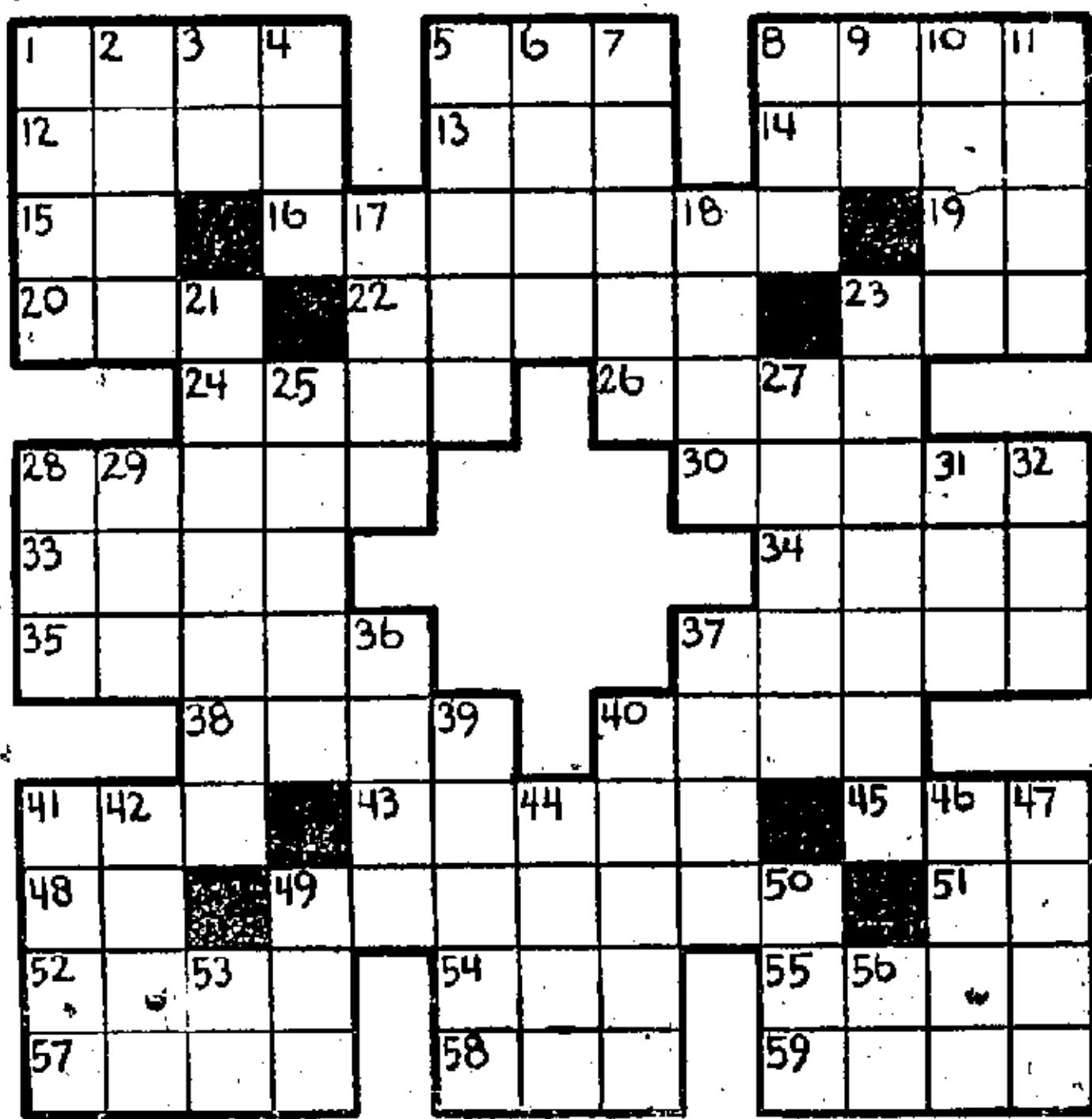
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert
but our readers are warned to look out for occasional
phonetic spellings, such as *harsh*, *plow*, and *aloha*.)



- HORIZONTAL**
- 1-A person of Dutch descent in Africa
 - 5-Unit
 - 8-Bang
 - 12-Girl's name
 - 18-Suffix pertaining to
 - 14-Girl's name
 - 15-Three-toed sloth
 - 16-Body rubbing with hands
 - 19-Treasurer (abbr.)
 - 20-Reformed Church of America (abbr.)
 - 22-To float (obs.)
 - 23-Habitual drunkard
 - 24-Hillside (Scott.)
 - 26-Point of compass
 - 28-One who ventures
 - 30-More valuable
 - 33-Barron
 - 34-A narrow way
 - 35-Reward for bravery
 - 37-Fruit of pine (pl.)
 - 38-Ext away little by little
 - 40-Group
 - 41-Golf term
 - 43-Frank
 - 45-Organ of hearing
- HORIZONTAL (Cont.)**
- 49-Country of Asia (abbr.)
 - 49-Lands again
 - 51-Ex office (abbr.)
 - 52-Philippine islander
 - 54-Before
 - 55-State in Brazil
 - 57-Sort
 - 58-Placed
 - 59-Sour
- VERTICAL**
- 1-An animal
 - 2-Pertaining to an ode
 - 3-Printer's measure
 - 4-Butt
 - 5-Passageway
 - 7-A relative on the mother's side
 - 8-Observe
 - 9-Low Latin (abbr.)
 - 10-Lowest female voice
 - 11-Market
 - 17-Remotely
 - 18-To equip
- VERTICAL (Cont.)**
- 21-Condense
 - 23-Unfamiliar
 - 25-Two parapets meeting at a salient angle
 - 27-Drawing-room
 - 28-Restrain
 - 29-Exist
 - 31-Point of compass
 - 32-Residence (abbr.)
 - 36-A delicate network of threads
 - 37-Place of pastboard
 - 38-Principality of Great Britain
 - 40-Small Spanish horse
 - 41-Poodle
 - 42-Greek god of love
 - 44-To peol
 - 46-Combining form
 - 47-Thoroughfare
 - 49-Small deer of Europe
 - 50-Mineral spring
 - 53-Royal Navy (abbr.)
 - 56-Army Corps (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

THE 18TH CENTURY

AN "ILL-USED IRISH WIFE'S" MEMOIRS

ANOTHER FANNY BURNAY

Next month, writes a special correspondent in "The Observer," Mr. Gerald Howe, the publisher, is to introduce to us a very naive young Irish woman of the eighteenth century, one Dorothea Herbert, daughter of a vicar of Curric-on-Suir, in the Waterford country. Dorothea—doubtless unknown to her family—appears to have had something of the spirit of Fanny Burney in her, and something of Jane Austen, too. She played a very earnestly indeed, leaving behind her a homely tome of M.S. duly chaptered, with running heads, illustrated by her own hand, and title-paged (as monumentally as a tombstone): "The Retrospections of an Outcast or the Life of Dorothea Herbert Authoress of the Orphan Plays and Various Poems and Novels in Four Volumes Written in Retirement Adorned with Cuts."

What happened to the plays, novels, and so forth may never be known. Perhaps they were a prospectus rather than a conspectus. All that Mr. Howe has is one volume of biography, covering her life-story from her birth in 1770, to the fiasco of her first serious love affair, and terminating with 1806. "It has come to us," Mr. Howe explains, "from a descendant of the family who prefers not to have his name disclosed. The author's mother was a daughter of the first Lord Desart, and Lord Tyrone, afterwards Marquis of Waterford, was a cousin. There is not the least doubt about authenticity, for we have the original. The first half will be published first, the remainder in the autumn."

Dorothea made as much of herself as she could without the publisher's help. The faultless script, on faded antique paper, foolscap size, is carefully sewn and swathed in old linen. Among the amateurish water-colour illustrations is one, "The Authoress's Portrait," which displays a decidedly forthright young lady behind her pretty ribbons. She signs it Dorothea Herbert Roe, thus clinching her disappointed love romance by taking out herself for posterity, the name of the man she ought to have married but didn't. She even enshrines herself as "Dorothea, Myself the loving but ill-used Wife of John Roe, Esq., of Rockwell Co. Tipperary, who after seducing My young heart from its Mansions of Peace most fraudulently and unjustly married another"—which accounts for the

"Outcast" of the title and much of the later theme of the memoir.

Mary And Bob

But what a wealth of intimate southern Irish life shines through these girlish pages with their quaint observations and artless asides!—racing, duelling, balls, tithe riots, rebellion, syllabus parties, abductions, the flirtations of an age when girls of fifteen and sixteen had to think seriously of marriage, if they had not married already.

My Mother was a famous Oeconomist, as she was factotum to my Grandmother Lady Desart (since dead) but my father was far from being a careful Providence—however when she arrived at Carrick, she found her New Abode most conveniently furnished—but in a Week, or fortnight one Neighbour sent for his Chairs, another for his Tables, and so forth, till nothing remained but the bare Walls. . . .

That is the manner of telling. It was an age, and a place, in which quite ordinary folk did preposterous things, always with a gesture of devilry or grace of humour. There is old Mary Neal who dry-nurses them all and lives for upwards of forty years without ever stirring from the nursery window where she sits darning them unperturbedly for their boldness, while Old Tim, the coachman, drunk every night, turned off every morning, and as often retaken on promises of amendment never fulfilled: Bob, the pantry boy, sacked regu-

She Thought That She Was Falling

Headaches and dizziness most often are symptoms of anaemia. Also frequently they are present in neurasthenia, or nervous exhaustion. In either condition Dr. Williams' Pink Pills are the right treatment, as in this American lady's case:

"Often I was so dizzy-headed that everything seemed to swirl around me, and I thought that I was falling," says Mrs. Helen Short-sleeves, of No. 215, Park street, Malone, N.Y. "My head ached, there were black spots before my eyes. Pains across my back were so bad that I could hardly straighten up. I was nervous, had no appetite, my circulation was poor, and often I could not sleep until morning."

"My mother had used Dr. Williams' Pink Pills with benefit, and so I decided to try them. Then soon my headaches went away and I could see that I was gaining strength. I felt encouraged and continued with the pills until the pains in my back disappeared. Now I sleep fine, get up in the morning full of energy, have no more dizzy and nervous spells. Dr. Williams' Pink Pills are indeed a wonderful blood builder and nerve tonic."

Of chemists everywhere at \$1.50 per bottle, 6 bottles \$8. But be sure and ask for

DR. WILLIAMS' PINK PILLS.

Honoured for Service to Royalty

Walter Reginald Baker, C.V.O., former secretary of the Canadian Pacific Railway and the last surviving member of the original traffic organization of the line, died on April 1, at his home in Montreal. Mr. Baker entered the service of the C.P.R. two days after the organization of the company in 1881 and retired at his own request on January 1, 1917. He was in his 77th year.

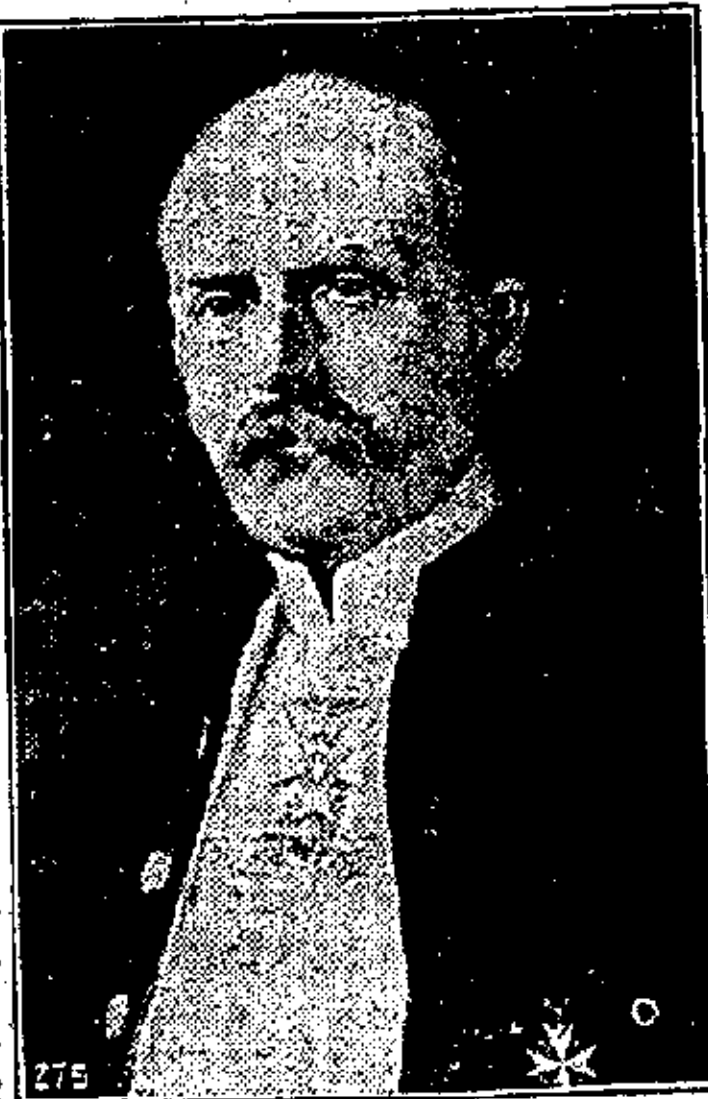
During his thirty-five years' service with the C.P.R., Mr. Baker was assistant to the general superintendent, assistant to the president, assistant to the vice-president, and secretary. He was also private secretary and comptroller to Lord Dufferin, Governor-General, 1874-78.

Born in York, England, on May 26, 1852, Mr. Baker came to this country alone at the age of 13 years. The boy began to establish a career for himself early, and after passing through several stages of progress towards success, found himself, at the age of 22, private secretary of His Majesty's representative in the Dominion.

Later he became attached to the Treasury Department and was assistant secretary of the Treasury Board at Ottawa just before the C.P.R. was organized.

In the historical organization of the railroad, Mr. Baker was one of the principal actors. Before he died, the former secretary of the C.P.R. was the last surviving member of the original group, just what were the circumstances surrounding the beginnings of the great company's organization. The company was formed on February 15, 1881, and the organization meeting of the board of directors was held two days later. Charles Dinkwater was named secretary of the company, the first official to be appointed, according to the account of the historical event as related by Mr. Baker.

Mr. Baker's Story
Duncan McIntyre, later first vice-president of the company, was a member of the "Syndicate" which had planned the organization of the C.P.R. He had made a promise to Mr. Baker some time before that, if the "Canadian Pacific



Late W. R. Baker, C.V.O.

the Railway venture" came to anything, he would "remember him."

In his account of the matter, Mr. Baker recounts that "the matter had passed out of my mind" when on the night of February 18, 1881, he received a message from Mr. McIntyre. "I was busy late at night, in my office in the Eastern Mount Stephen, R. B. Angus and Duncan McIntyre. The upshot of his interview with these historic figures was that he went to Winnipeg with A. B. Stickney, general superintendent of the C.P.R. western division, as accountant on construction, and auditor of operation. "The salary was 50 per cent better than I was getting in the civil service," Mr. Baker explains

early once a month for impertinence; George, the prentice boy, constantly running away, searched for at great cost, condemned to a flogging and always forgiven on the screams of "Miss Dolly"; Judith, the cook, an unbearable scold; old Bridget Sweeney, "who ran Crazy and fancied she had the Devil in her Belly."

The Mute Curate

The young Herberts' idea of a childish prank is to get Old Mahony, the gardener's helper, to themselves, bully him into digging up a fine plantation of young laurels, replant them in the waste garret in earth carried up in their bibs and an old backgammon box, and eventually tear up the flooring and send the lobby ceiling underneath crashing down. When Dorothea goes to Bristol and Bath with her parents it is to return in a rough hulk of a trading vessel laden with "rotten eggs" and "stinking meat," and with a "dead Corpse" hidden under their bed, "for neither the Sailors or we would have relished such a Shipmate the former being always superstitious on such Occasions."

The least fantastic of Dorothea's admirers (she being but fifteen at the time) is a mute curate who has "frantic, frenetic thoughts" of her, tumultuous behaviour, eyes which fix on her with the strongest of emotions, and who eventually departs the house leaving behind him a prodigious epic in rhymed couplets bewailing the loneliness of his heart; the least amusing of her neighbours, a "very close" Archbishop who often blows out the wax lights before half his company departs, sets the clergy a-trembling at his nod, is always playing cards, and as guest at my Lord Townsend's house (with his lordship watching from behind a screen) sneaks round every delicacy arrayed for the company muttering to each; "Please God, I'll eat a bit of you!" Suing the action to the word, furthermore, until his lordship pops out and asks his Grace what he has left for the rest of the company!

"THE RECONCILER"

INCIDENT AT FOCH'S LYING-IN-STATE

The late Marshal Foch's physician, Dr. Boyer, describes in the newspaper "L'Opinion," the reconciliation between M. Clemenceau and General Weygand in Foch's death chamber. The two men had quarrelled in 1919, and had not spoken to each other since. M. Clemenceau was visibly moved as he gazed at the dead Marshal. He turned to Madame Foch and said: "We would have lost the war without men like him—and like him," added M. Clemenceau, pointing to General Weygand, who had been standing silent on the other side of the dead Marshal. Without speaking the two approached each other, and healed the breach with one long handshake.

Messrs. Stone and Co., Ltd., of Deptford, S.E., who recently made for H.M.S. "Nelson" the largest silver bell, have just cast the second largest, 13½ in. high, for presentation to H.M.S. "Sussex."

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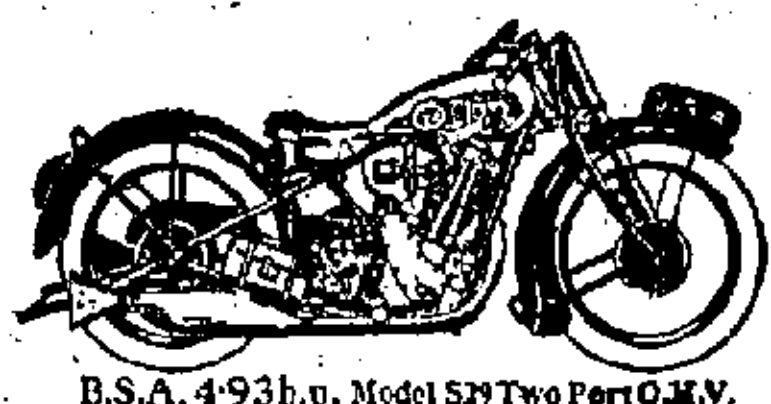
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SOLE AGENTS

MOTOR NEWS OF THE WORLD

Engineers Work on Cuban and Argentine Highways

Cuba and Argentina are both in the midst of extensive road building campaigns and have called on American engineers to construct many of their highways.

The Cuban Central Highway, which will be the longest in Cuba when completed, runs along the backbone of the island, a distance of 705 miles, and will link the capitals of all six of Cuba's provinces. The highway is to be paved its full length and will be about 20 feet wide with five-foot shoulders. The cost of constructing this Cuban highway, it is estimated, will run close to \$75,000,000.

Labour conditions present the most difficult problem to engineers in a foreign country. One country may have absolutely no facilities for making modern roads, but will have a mass of cheap labour that needs employment. Another may want to do all the work itself under the direction of supervisors from the contracting firm. Practically all want to have an active hand in the construction. About 8,000 labourers are being employed on the construction of the Cuban highway.

Fucuman, in northern Argentina, also clamours for American engineers to construct its roads. An extensive programme, calling for the reconstruction of the entire urban area of the city and all roads leading into it, is under way. Here in this town surrounded by mountains, many difficult engineering problems are encountered. The plan calls for an expenditure of more than \$4,000,000 on roads.

High up in the Andes mountains, 8,000 feet above sea level, Bogota, Colombia needs engineering advice. To construct this country's roads engineers are confronted with a long trip up a river, two portages, more river, and then a winding, narrow-gauge train journey. Material is transported with difficulty.

It is a splendid example of a city that is eager and able to do its own work. The only outside help has been road-building supervisors and the necessary machinery with which to prepare and lay the proper pavement. The labour is almost exclusively local.

Bus Transportation Growing
While people the world over are buying automobiles for their per-

sonal use in larger quantities than ever before, they are also buying bus transportation in such vastly increasing proportions that this is becoming a leading public transport business.

There are 250,000 miles of railway lines in the United States with a total investment, in capital stock and bond issues, of nearly \$7,000,000,000. Yet while the railway mileage is one-third that of the bus routes in the country, the total investment in rails is more than twelve times as great. With such a vast system of 719,000 miles of bus routing, the people of the United States have shown themselves to be a vast transient populace.

The 23,000,000 automobiles are not enough, it seems. Even the increasing bus systems are too few to accommodate the travellers. For this year statisticians predict an increase in registration of at least another million new motorists, while the several thousand more buses will be packed full.

The railways will not lose their clientele, for people will keep on travelling long distances by rail. The buses will have their share of transportation in the short haul.

And then will come the airways. Although not as far advanced as Europe in this branch of transportation, slowly and with safety, the airlines are breaking into the passenger trade.

COSTLY MOTORING

CAPT. CAMPBELL'S SEARCH FOR A BACKER

Verneuk Pan, April 24.

The costliness of attempts on the motor speed record is strikingly illustrated by the statement of Capt. Malcolm Campbell that the "Bluebird," which cost over \$20,000, was valueless, except perhaps the engine. He said he had always financed all his cars with his own resources.

"Trace for the fun of it, not for money," he declared, "but these big expeditions are becoming too much for any individual who is not a very rich man." He added:

"If anyone in Great Britain or South Africa will finance an attempt in 1930, with a new car designed with my assistance, I will guarantee as far as is humanly possible, to break the motor speed at Verneuk Pan, if I do not do it at present."

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EFFICIENT
REPAIRS**

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"NEVER AGAIN"

MOTORIST ON HIS 132 M.P.H.
CAR DASH

"It was the most alarming and unpleasant experience I have had. I shall never do it again unless I have ideal conditions."

This is how Mr. Kaye Don summed up his record speed race in a gale at Brooklands. He attained an average speed of just over 132 miles an hour in one lap—a speed greater than any reached on the track since it was built 22 years ago.

At the fork of the track near the sheds a terrific gust of wind caught his car broadside and hurled it across the track. He righted the car, and went on to complete the record lap.

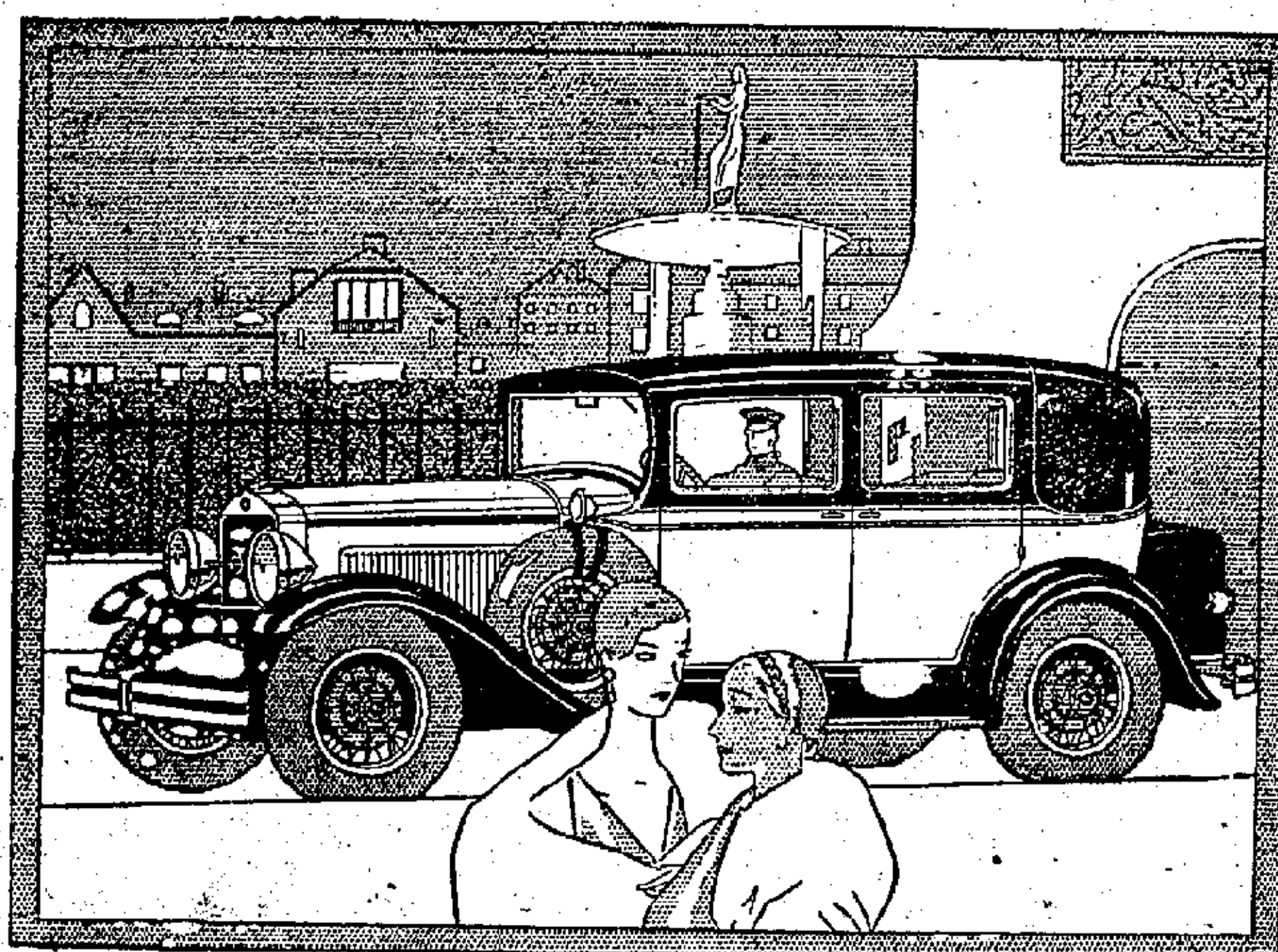
"It was the worst drive I have ever had," he said. "It was a thrill when I was blown across the track. It got my car on the side and sent it right round. I had a big job to rectify it, because I was probably travelling then at 135 miles an hour."

"I had gone some distance before I could get it under control. I had gone right off my course, and had to get back on the top of the track. When I was travelling with the wind behind me on the Ryefect bank, I must have been doing 145 miles an hour."

"The wind made the car do some curious things. It swerved from right to left and at first I thought something must be wrong, but I put it down to gusts of wind catching me first one way and then another."

"I think my speed is very close to the highest which the Brooklands track will allow."

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STUDEBAKER'S NEW COMMANDER EIGHT BROUGHAM—Six wire wheels and touring trunk standard equipment. Non-shatterable safety-glass windscreen.

THIS great new Studebaker Commander Eight offers you everything you enjoy in motoring. The beauty of low, graceful, curved lines... glistening chromium plating and distinctive new colour combinations that mark tomorrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

A specially designed trunk fitted with three cases is mounted at the rear. The front seat, steering wheel and pedals are adjustable to your preference. Two extra wire wheels are locked in front mudguards. The new Commander is available also in six other body types varying from a convertible cabriolet to a family sedan.

You might easily estimate the cost of this new champion Commander Eight much higher than Studebaker's price—nearly a score of sixes cost more.

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (10,000 miles in 26.25 minutes); The Commander Eight (5000 miles in 47.5 minutes); The Deluxe (1000 miles in 94 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER

BUILDER OF CHAMPIONS

NEW FEATURES

CADILLAC CAR'S NEW TRANSMISSION

Among the new features of 1929 Cadillac and LaSalle cars, the synchro-mesh, silent-shift transmission is outstanding because of its direct and immediate effect on driving ease. General Motors engineers say it ranks in importance with the self-starter, introduced by Cadillac in 1912 and the balanced crankshaft, produced in 1923.

Owners of the new cars have found that this transmission makes gear shifting as easy as steering. The control lever is moved into precisely the same positions for various gear combinations as formerly. There are just two motions—de-clutch and shift. The shift is made easily and silently. There is no clashing of gears.

Back of its simplicity in operation is the story of a young man from Oregon who spent several years developing an idea, others in convincing the industry that the idea was good, and then more years with Cadillac and General Motors engineers in making his

Late in 1924 Thompson began a further development of the device in collaboration with Cadillac and General Motors engineers. This work included finding the most suitable materials for long life; functional efficiency and general suitability.

So exhaustively was the laboratory and test work conducted that it took three-and-one-half years before it was completed. In the mechanical laboratories transmissions were set up and shifted by machinery hundreds of thousands of times. Research engineers engaged in metallurgical tests. Many set-ups were made varying the composition of materials. For open road tests and tests at the General Motors Proving Ground, transmissions were installed in cars in use for brake and clutch tests with the cars stopping and starting incessantly, so that the transmission would get the most severe use.

Before production for the new models was begun, tests of the transmission had climbed to an equivalent of one million car miles, and before any of them were in the hands of owners, the total had been raised to more than a million and a half.

PIERCE-ARROW

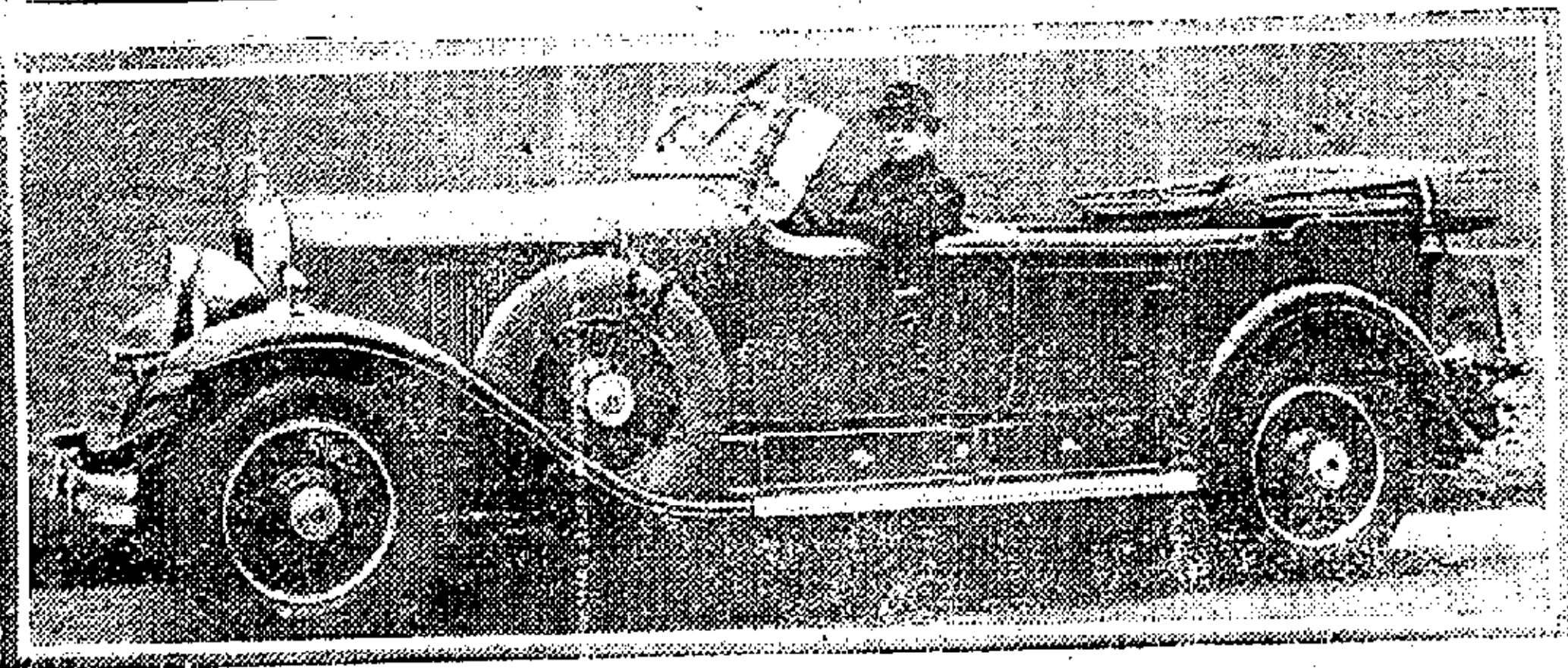
COMBINATION WITH STUDEBAKER

Formation of the Studebaker Pierce-Arrow Export Corporation on April 11 is announced by Mr. A. E. Erskine, President of the Studebaker Corporation and chairman of the board of the Pierce-Arrow Motor Car Company. The new corporation will conduct affairs and direct the sales of Studebaker and Erskine passenger and commercial cars and Pierce-Arrow automobiles in the overseas markets.

This combination brings together two of the oldest firms in American industry, with histories ante-dating the automobile era. Both Studebaker and Pierce-Arrow are pioneers in the manufacture of automobiles, building their first cars in the early years of the twentieth century.

Officers of the Studebaker Pierce-Arrow Export Corporation are: P. G. Hoffman, Chairman of the board; H. S. Welch, President; J. L. Overlock, Vice-President; H. E. Dalton, Secretary; E. L. Lalumier, Treasurer. Because of

RACING DRIVER CHOOSES CADILLAC



Major H. O. D. Segrave, who recently established the world's speed record of 231 miles per hour, with his Golden Arrow at Daytona Beach, Florida. Major Segrave is seen here in a Cadillac recently purchased for his own use.

dream a practical manufacturing possibility.

There is another story also—that of a million and a half car miles of test for the new transmission at the General Motors Proving Ground, Milford, Michigan, before it was adopted for use in a Cadillac or LaSalle car.

Earl A. Thompson, until 1924, a consulting engineer of Portland, Oregon, is the originator of the new transmission.

In the days when automobiles were not the easy-riding, easily controlled vehicles they are today, Thompson was taken with the idea of how much better it would be to have gears a driver could shift easily and silently.

Anything so fundamentally important in motor car operation must prove itself beyond doubt. From Cadillac's viewpoint, there was the long and brilliant record of engineering achievement to be supported and enlarged. While the company has pioneered some of the most basic and radical contributions to automobile progress, it has never accepted anything new without the most severe and exacting tests and proofs.

RELIABILITY TRIALS

RESULTS OF KUALA LUMPUR MEETING

Kuala Lumpur, May 6. Yesterday's motor cycle reliability trials under the auspices of the Motor Cycle Club were a complete success, fine weather prevailing. With the exception of five all entrants competed. They were despatched from the starting point in Batu Road in pairs at intervals of one minute. The total distance of the trial was 55 miles and the time allotted was two and three-quarter hours.

The best performances were by Rex Duncan on a New Imperial, J. T. Avery on an Ariel and Lee Soon Lee on a B.S.A. The team prize was won by the Petaling Tin team, comprising F. Ruston on a Rudge, R. Robinson on a Norton and B. H. Oliver on a Scott. The New Imperial team came second. J. T. Avery was placed first in order of merit.

The Petrol Ramp

In the discussion that has been going on about the latest rise in the price of petrol too little attention has been directed to the fact that the motor cycle is the most economical of all vehicles, says "Motor Cycling." Actually, the increase does not really mean very much to many of us, whereas the car owner, even if he runs quite a small vehicle, has been badly hit, at any rate if his income is on the small side. So great, in fact, is the difference in running costs between the car and the motor cycle that the petrol ramp may well have the effect of making many car owners of moderate means take once again to two wheels or three.

PETROL

Prime Necessity of Business

The rise in the cost of petrol—one of the prime necessities of modern business and social life—reminds us once again of the cynical dictum of an "oil King," now deceased, that "the price of oil is what it will fetch," and apparently what it will fetch is a matter to be decided by those gentlemen who, having eliminated all competition by absorbing the "unclean thing" in the oil world, are enabled to make petrol supplies "fetch" some pence per gallon more than the previous competitive price, and this in spite of the fact that supply is far in excess of demand, and the output of the producing companies is so great as to make the disposal of the spirit a matter of great difficulty.

This increase in price, coming on top of the fourpenny duty which was imposed in the last Budget, is a very great hardship on motor users and a handicap to trade generally. It will add materially to the slowing down of the motor trade so evident since the petrol tax was imposed, a most unfortunate change in the conditions applicable to that trade—one of the very few in which steady and profitable progress was being made.

Between the need of the Government for the money provided by the tax and the capacity—the right word—of the Petrol Ring, the motor trade and the public are in a parlous, and largely helpless, condition, and small comfort is to be extracted from the consideration that the Government will also be placed in serious difficulty as a result of the disturbance to their plans for raising a certain amount from the petrol duty and the distribution of the sum so raised, as the inevitable falling off in demand must necessarily affect the product of the duty.

It has been suggested that there should be a sort of self-denial week, or month, during which time private cars shall remain in the garage and commercial motoring be cut down to the irreducible minimum. This to teach the oil monopolists a lesson, and force common sense upon them. It is a drastic proposal, and if it could be adopted in its fullness it would be an effective remedy for an evil which, unless it is checked, is likely to assume greater dimensions and bring about worse difficulties than those which we are now combating. Incidentally, it would do the coal trade much good, would have very beneficial reaction on the physical fitness of quite a lot of folk, and demonstrate once again that, after all, the common people can, if they will, unmake the biggest and most powerful monopoly, and bring greed and selfishness, and the disregard and the over-riding of their rights by whomsoever tried, to a sharp and sudden end if they are roused to the exercise of the powers they possess.

their experience these men are admirably suited for the positions they occupy.

Of the two companies, Studebaker is the larger, having actual assets of \$105,000,000, and manufacturing plants at South Bend, Indiana; Detroit, Michigan and Walkerville, Ontario, Canada. The major portion of Studebaker manufacturing is done at South Bend, where factories cover 125 acres, containing more than six million square feet of floor space. In addition an 80 acre proving ground is owned by Studebaker, where cars are rigorously tested.

Factories Over 45 Acres.

Pierce-Arrow plants are located at Buffalo, New York, its factories covering 45 acres with more than a million and a half square feet of floor space. Pierce-Arrow's growth dates back to 1901 when it introduced its first petrol-propelled car. In 1904 the company announced a four-cylinder automobile, which was followed two years later by the introduction of a six-cylinder model. The immediate success of the company while producing these models resulted in the formation of the Pierce-Arrow Motor Car Company in 1909. An even greater era of success followed and in 1916 the various holdings of the company were consolidated under a new corporation carrying the same name.

Headquarters for the Studebaker Pierce-Arrow Export Corporation will be maintained in the Studebaker administration building in South Bend. No major changes will be made in the policies heretofore followed by the Studebaker export corporation but expansions will be made in the various divisions.

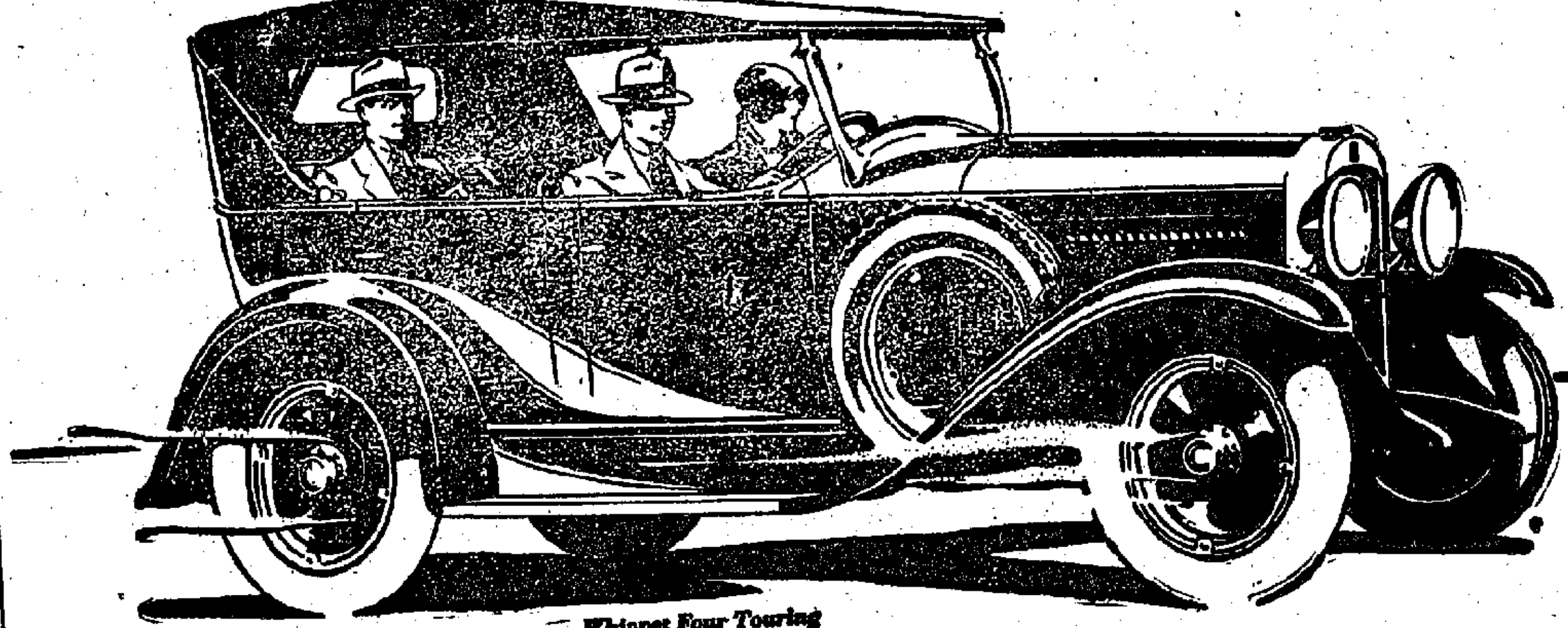
The new alliance between the two companies strengthens the dominant positions each has held in the industry. It covers the entire motor market, and opens new possibilities for both Studebaker and Pierce-Arrow dealers. Building plans are already under way at the South Bend works that will give additional space and make possible even quicker shipments to overseas markets. Special attention has been paid and will continue to be paid to facilities for any specific boxing requirements of individual markets.

Regional Managers

One of the first steps toward placing the expanded organization of the new corporation into effect is the naming of regional managers. These men will be in charge of large territorial divisions. They have been carefully selected on a basis of experience and ability to represent the new organization in a proper manner. These men have had years of experience with Studebaker and have personal acquaintance with the dealers and distributors they will assist.

Experienced service representatives will be stationed in the different territories of the world. A closer relationship will be

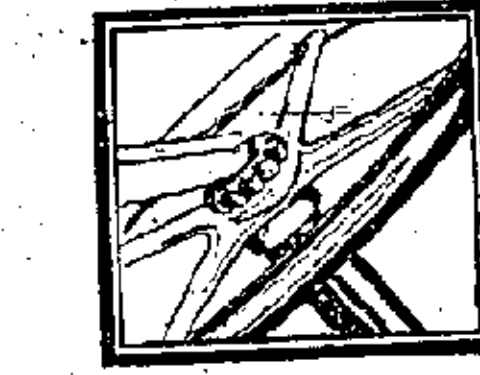
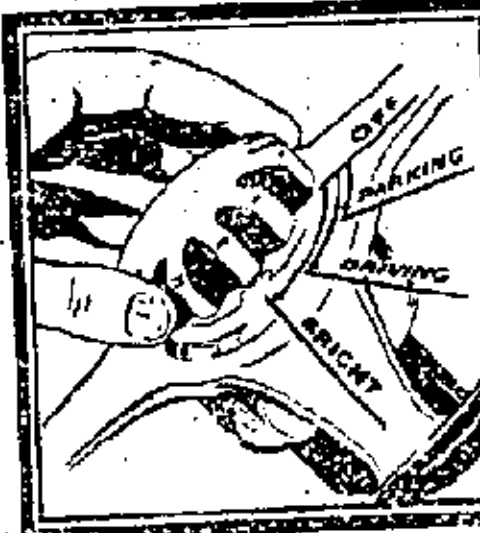
COSTLY CAR BEAUTY ... COSTLY CAR ENGINEERING in the low-priced WHIPPET



Whippet Four Touring

LOWER COST OF OPERATION

New "Finger-Tip Control"—a button at centre of steering wheel operates starter, lights and horn.



THE new Superior Whippet makes the beauty and style of costly cars available at a low price. Graceful lines, rich colours, longer bodies, higher radiator and sweeping one-piece full crown fenders all contribute to Whippet's trim, smart appearance.

In engineering, the new Superior Whippet can be compared only to cars of much greater cost. Important advantages include a higher compression engine, silent timing chain, full force-feed lubrication, Nelson type aluminium alloy invar-strut pistons, big four-wheel brakes.

Dependable performance and low consumption of oil and petrol make the new Superior Whippet a decidedly economical car to operate. See the Whippet at your nearest Willys-Overland dealer's.

TOURER	\$1,590
ROADSTER	\$1,695
COACH	\$1,950
CCUPE	\$1,950
SEDAN	\$2,080

(All prices and specifications subject to change without notice.)

The new superior WHIPPET FOUR

Agents:
Messrs. Gilman & Co., Ltd.
Telephone C. 290.
4A Des Vœux Road, Central.

Garage and Service Station:
Messrs. Duro Motor Co., Ltd.
Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS
WILLYS - OVERLAND FINE MOTOR CARS

Chevrolet Truck Does Its Bit In Persia



An average freight and passenger load starts from Teheran for the interior of Persia. This Chevrolet truck is one of many that are in constant use in the Near East.

MECHANISATION

THE NAPOLEON OF THE FUTURE

"MAY BE IN A GARAGE"

For two years a mechanized military force typical of the armies of the future has been experimenting on Salisbury.

This was revealed by the Director of Staff Duties of the British Army, Major-General C. Bonham-Carter, who told a reporter that he believed we were now ahead of any other country in the world in our knowledge of military mechanisation.

"As the result of secret experiments, a date has been obtained," he said, "to enable the War Office to issue to Staff and regimental officers a book which may be regarded as the first official military handbook of the army on wheels and caterpillar tractors.

"The experimental armoured force has now been disbanded, as its vehicles are required for other experiments."

Major-General Bonham-Carter agreed that the Napoleon of the future might to-day be wearing overalls and working in a garage. It is hoped to have a mechanised brigade in this year's manoeuvres.

MORE MILES
PER GALLON.

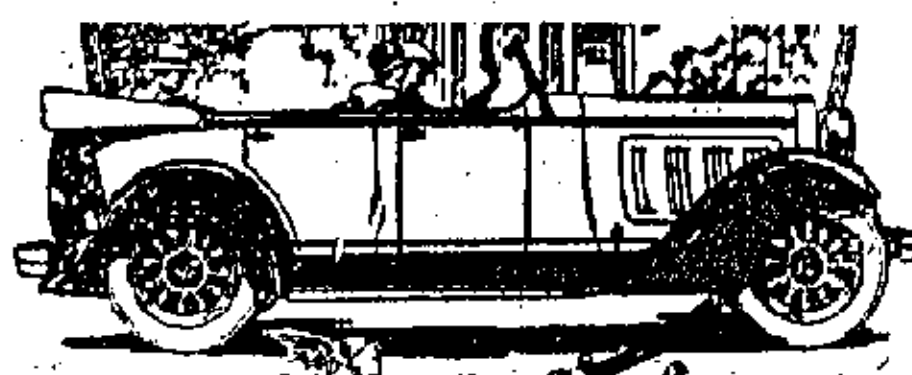
9 H.P. CLYNO.
LANE, CRAWFORD LTD.

TOURING CARS

ARE THE BEST FOR SUMMER.

DODGE BROTHERS

BUILD THE BEST TOURING CARS.



THE VICTORY SIX

IS THE ACHIEVEMENT OF DODGE BROTHERS.

TRY IT AND SEE FOR YOURSELF.

TRIAL AND INSPECTION CORDIALLY INVITED.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
Telephone C. 5644.

RIDE A MONET & GOYON
FITTED WITH M.A.G. ENGINE
Outstanding Achievements of This
FAMOUS ENGINE
The Most Difficult and Dangerous
Race in France
THE HILL CLIMB DE LA TURBIE

175 c.c. 1st, 2nd, 3rd, 4th, 5th
All on M & G.

250 c.c. 1st on M & G.

350 c.c. 1st on M & G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

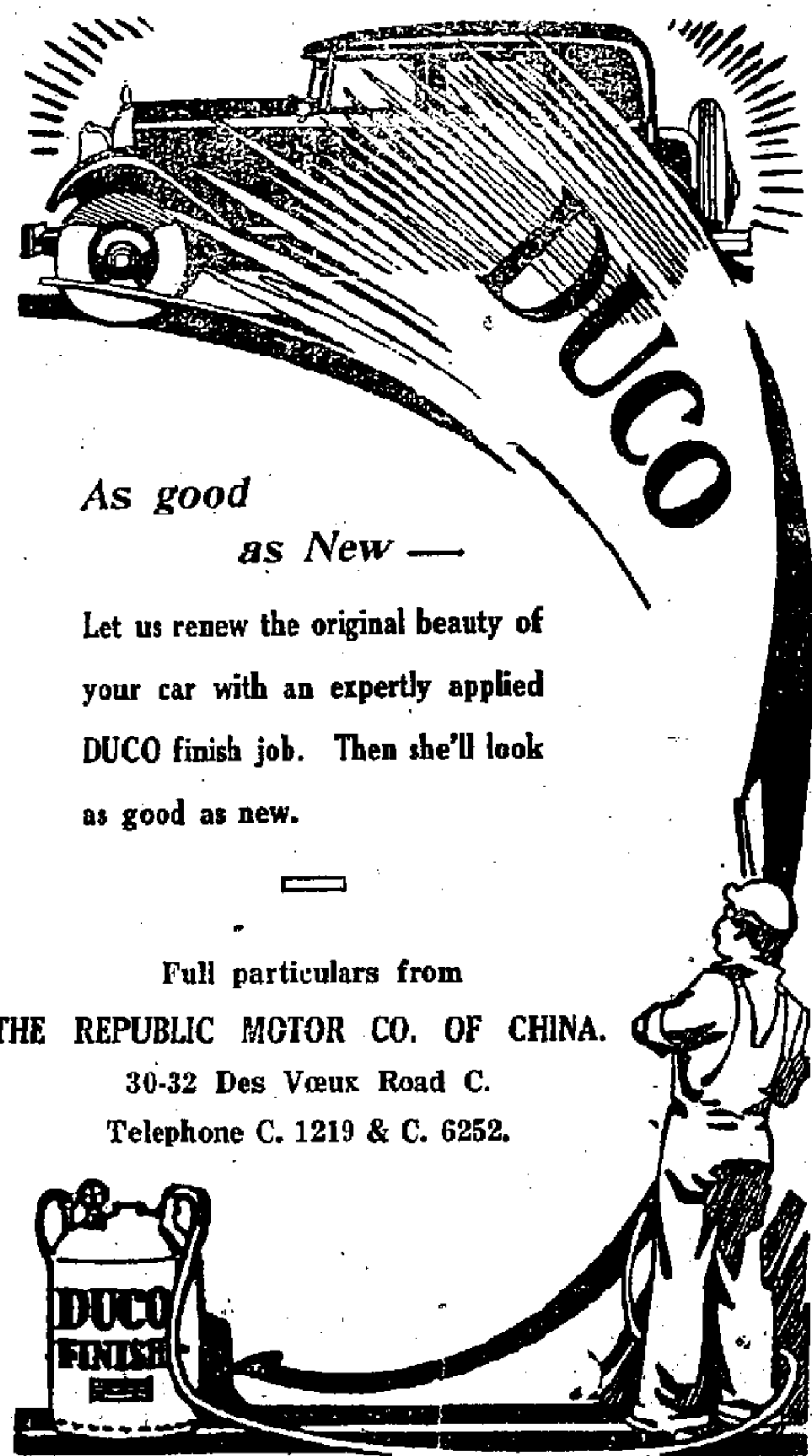
750 c.c. 1st on M.A.G. engine.

SIDECARS—

350 c.c. 1st on M & G. M.A.G. engine.

600 c.c. 1st on M.A.G. engine.

Easy Payments Arranged.

THE FRENCH MOTOR CYCLE CO.,
46, Nathan Road, Kowloon.As good
as New —

Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

CAR LICENCES

RESPONSIBILITY FOR PROPER
DISPLAY

Ipo, May 3.
An interesting case under the
new Vehicles' Enactment came up
for hearing in the local court, when
Mr. S. H. Lewis, a solicitor with
Messrs. Adams and Allan, was
charged with failing to have his
motor-car licence exhibited accord-
ing to Rule 6 of the Vehicles
Enactment.

It appeared that Mr. Lewis was
not present when the car was
examined and, therefore, according
to law was not liable. There was
nothing in the enactment to throw
upon him liability. It was also

contended that the enactment was
not clearly worded.
The Magistrate, in acquitting
defendant, remarked that it was
rather doubtful if Mr. Lewis was
liable. The wording of the rule did
not show clearly who was respon-
sible for the proper display of the
car licence.

105,000 Motor Prosecutions.

In the six months ended last
December there were 105,050 pro-
secutions against motorists in Eng-
land and Wales. Of these 9,910
were for exceeding the speed limit.
Fines amounting to £97,603 were
imposed for 88,549 motoring
offences. These statistics are
given by Sir William Johnson-Hicks
in Parliamentary papers.

CAR MARKETS

INVASION OF EUROPE BY
AMERICA

FIGHT FOR SUPREMACY

In the article printed below, the
New York correspondent of the
"Daily Mail" shows that the fight
for all the motor-car markets of
Europe on which Mr. Henry Ford
and Mr. Alfred Sloan, president
of General Motors, are believed
to be embarking, is regarded as
an invasion of Europe by the en-
tire United States motor-car in-
dustry.

In his fight Mr. Sloan will have
the support of the 80 other mil-
lionaires who are interested in
General Motors, the \$300,000,000
company which recently bought
the Opel works at Russelsheim,
Germany, for \$6,000,000.

"The American motor-car in-
dustry has assumed responsibility
for the prosperity of the coun-
try," said Mr. Alfred Sloan, pre-
sident of the General Motors Cor-
poration, in commenting recently
upon the fact that this gigantic
enterprise absorbs 10 per cent. of
America's 115 millions.

Here in a sentence is the ex-
planation of the great activities
that Mr. Henry Ford, Mr. Sloan,
and the other American manufac-
turers are showing abroad. The
prosperity of the United States
must be maintained and increas-
ed, and with Americans made
"motor minded" by Mr. Ford, the
world beyond must now be con-
quered. If this can be achieved,
Mr. Ford and Mr. Sloan are the
two Americans capable of the task.

To those in the know, Mr. Ford
looks as an even more masterful
personality to-day than when he
was supplying the "Lizzie" to all
America. Visit the big towns
throughout the United States and
you find that the new Ford motor-
car is outdistancing its competi-
tors at the rate of two sales to one.
Experts will tell you it is quality
that sells.

13,400 Cars a Day

When Mr. Ford closed his
Detroit works in May, 1927, pes-
simists croaked gloomily that the
industry's "grand old man" had
passed the peak of his career.
To-day he has nearly 130,000 em-
ployees on his Detroit payroll and
is turning out around 7,400 cars
a day—the famous made
T only ran to 5,000 a
day. From the point of view
of man economy some experts are
comparing Mr. Ford's staff and its
output with the 60,000 employed
by General Motors in the produc-
tion of the Chevrolet at a rate of
6,000 cars a day—half the num-
ber of workers with almost the
same output.

One interesting explanation of
Mr. Ford's large staff is that he is
upholding his ideal of maintaining
and diffusing prosperity among
the working people, but the ques-
tion sometimes asked is whether
such idealism is good business in
face of modern competition. Gen-
eral Motors also considers its em-
ployees, and recently took out the
largest insurance contract ever
issued in business history. Its
policy was for \$80,000,000, cover-
ing its 200,000 employees, who for
6s. a month receive £400 life in-
surance and sick benefits to the
extent of £3 a week.

Everything in modern Ameri-
can business is done on a large
scale. When the General Motors
executives visit their Detroit
plant they find within the building
a complete hotel ready to serve
them until they leave the city.

Fords for all Lands

The European rivalry of Mr.
Ford and Mr. Sloan is re-
garded as an invasion by the
entire American motor-car in-
dustry. American sales in Europe
this year are already designed to
reach a total of 250,000 cars.

Mr. Ford is now busily plan-
ning his new Moscow plant, which
will have an output of 100,000
cars a year, and when all his
European assembling and manu-
facturing plants are operating
Ford companies will be busy in
England, Ireland, France, Ger-
many, Belgium, Spain, Denmark,
Italy, Sweden, Finland, Holland,
and Turkey. Distribution from
these centres will carry Ford cars
and tractors to Egypt, Palestine,
Syria, Arabia, Iraq, Prussia, and
Afghanistan. No wonder Gen-
eral Motors is fighting Mr. Ford
on the battleground of Europe.

If Mr. Sloan succeeds in pur-
chasing Citroen, it will be a tre-
mendous victory. The French
company is scheduled to make
80,000 cars this year, chiefly for
the French market. Citroen's
absorption into the Sloan orga-
nisation would relieve the extreme
pressure now being brought to
bear on the Chevrolet car by both
the new Ford and the Citroen
car.

Men Who Live For Work

Mr. Ford's policy in England
of admitting general dealers into
the circle of his salesmen is re-
cognised as a master stroke of
business, enlarging his opportu-
nities and removing the antagonism
in the trade, felt when the dealer
is obliged to take the Ford and
Ford products to the exclusion of
all other business.

In their battle for supremacy,
Mr. Sloan and Mr. Ford have one
quality in common—each lives
for the work to which he has set
his hand. Mr. Sloan has no
hobbies. He found that even golf
bored him. His week-end is de-
voted to rest, but he needs no
mid-week off days to cultivate an
outdoor hobby. Tall, broad-
shouldered, and with a long
mobile face, he looks the picture
of health, but it is gained in the
exercise of his work, not in the
field of sport.

New York is especially proud of
"silent" Sloan as they call him,
for he is a native of this city.

KINYANJUI'S CAR

PREFERRED LOW GEAR FOR
THE NOISE

The death occurred at the
age of 65 of Kinyanjui, the Para-
mount Chief of the Kikuyu tribe.
Kinyanjui was a notable person-
age; probably the most remark-
able native in East Africa since
the death of the Uganda Regent,
Sir Apollo Kagwa.

He used to lead his spearmen in
tax-gathering expeditions, re-
turning with goats galore, and
taking census of huts by means
of notches on sticks. The Kikuyu,
unlike most other Bantu people,
had no hereditary chief, so when
the then acknowledged chief was
deposed for misbehaving himself
the Government selected Kinyan-
jui to take his place.

Kinyanjui had scores of wives
and hundreds of children. He ap-
preciated the advantages of edu-
cation, but stopped short at that
of women, and of his numerous
wives and daughters few were
"educated." Women are trained
to work among the Kikuyu and
he did not wish them spoiled.

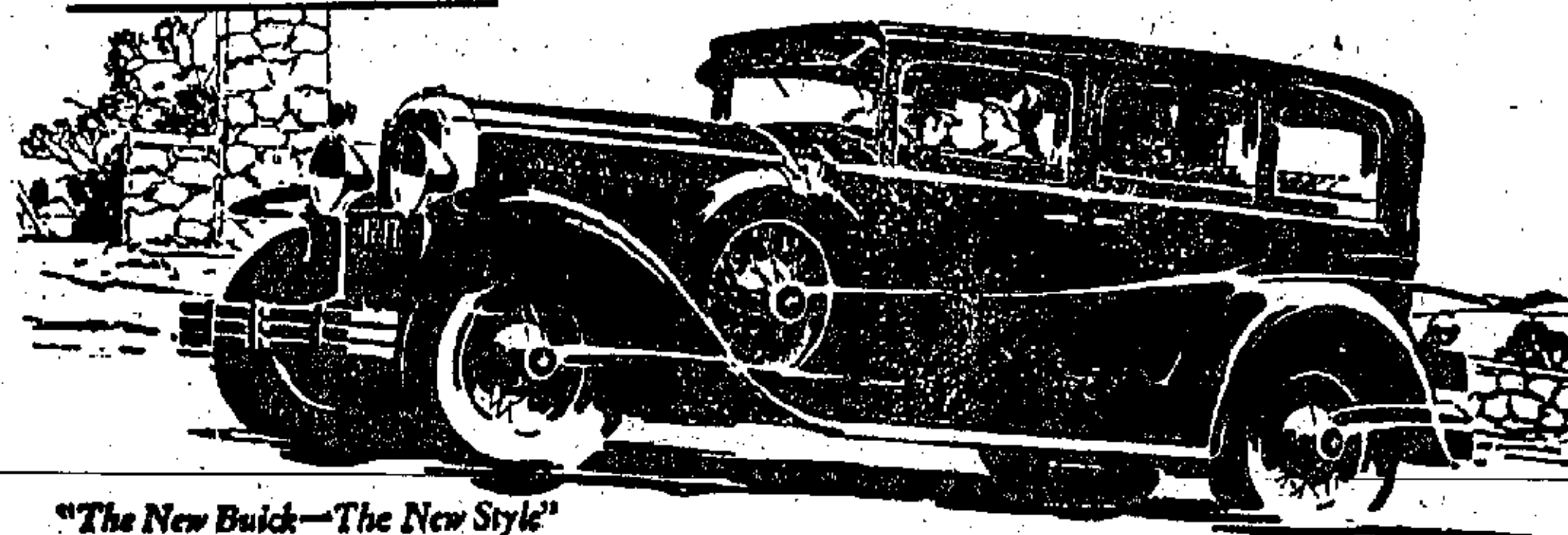
Why Buy More Petrol?

A few years ago Kinyanjui
bought a motor-car, hiring a
Buganda driver. Soon after there
was a big dispute between him
and his driver.

The driver said the chief owed
him £5, and the chief retorted
that the driver owed him £15.
He contended that when he
bought the car it was fully charg-
ed with petrol, but his driver
went on buying more, which was
his business, if he could not drive
without! Also the car always
had to be driven on low gear; it
made a bigger noise!

Kinyanjui at one time thought
he would like to dress in Euro-
pean clothes. But the clothes he
bought in the Indian bazaar fitted
him so terribly that he reverted
to his native skins—very fortun-
ately in a picturesque sense.

Get behind
the wheel and
Get the facts!



"The New Buick—The New Style"

Drive before you buy----

To assure maximum satisfaction
with your next car—to obtain
finest performance and fullest en-
joyment—take the common sense
method of driving before buying!

All cars are not the same... as a
single drive in Buick will demon-
strate conclusively!

Here in this dashing Buick is the
new standard of power—getaway,
—acceleration—smoothness—
—swift—virility—a standard so
unique and unrivaled that Buick
is winning more than twice as
many buyers as any other auto-
mobile listing above \$1200.

Prove these points to your own
satisfaction. Get behind the
wheel and get the facts. Drive a
Buick—and let results on the
road determine your choice!

Buick Motor Company, Flint, Michigan
Division of General Motors Corporation

Buick Motor Cars are
available on very attrac-
tive hire purchase terms.

match Buick power,
getaway, swiftness
and stamina against
any other automobile.

--then you'll
choose a

Buick
WITH MASTERPIECE BODIES BY FISHER

THE
DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

DOG IN CAR

The coroner (Dr. W. H. White-
house) at a Deptford inquest com-
mented on the fact that the woman
driver of the motor-car involved had
a dog with her at the time of the
accident.

Evidence was given that Jane
Manning, 73, of Ringstead-road,
Canford, had just left the Post
Office at Rushey-Green, after draw-
ing her old age pension, and was
putting the money into her purse
while crossing the main road, when
she was knocked down.

The jury returned a verdict of
death from accidental cause, and
added a rider to the effect that the
driver of the car, Ada Mary Thomp-
son, 21, of Plough-lane, Wallington,
should have exercised more reason-
able care.

The coroner said that he under-
stood that Miss Thompson had an
Airedale dog on her near side,
which, he considered, was very
wrong for a motorist. He also
felt sure that she had lost her head
in the emergency. Any person
who drove a motor-car had a great
responsibility and undertook a great
risk. People could not go about the
streets killing persons.

Miss Thompson said that she was
driving at ten or twelve miles an
hour. She saw the old woman
crossing the road and sounded her
horn, but she took no notice. Wit-
ness could not draw to the near side
to pass behind her because of shop-
pers in the road, so she turned to
her off-side, hoping to pass in front
of the woman, applying the brakes
as she did so. The near-side wing
of the car caught the woman.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's
Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung
Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32,
Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32,
Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China,
30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei
Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32,
Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32,
Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road
C., Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel.
C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32,
Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road,
Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des
Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd.
Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China,
30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32,
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ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China,
30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C.
Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of
China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's
Road. C.4759.



This view of the big bus which was carrying
Cornell University baseball players from
Quantico where they had played the Marine
team shows the extent of the damage done
when the bus side swiped a fence on a Vir-
ginia highway. One player was killed and
many severely injured.

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ESTABLISHED
1846

HONG KONG, THURSDAY, MAY 23, 1929.

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THE WEEK'S NEWS
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LONDON SERVICE

"DIOMED" 23rd May Miles, Casablanca, London, Rotterdam & Hamburg
"ARNEAS" 11th June Marseilles, London, Rotterdam & Glasgow
"PER-EUS" 25th June Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE

"GLACIUS" 23rd June Genoa, Havre, Liverpool & Glasgow
"CYCLOPS" 20th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA
"TENDRUS" 1st June Victoria, Vancouver & Seattle
"PROTEUS" 20th June Victoria, Vancouver & Seattle

NEW YORK SERVICE

"NELEUS" 5th June New York, Boston & Baltimore
"MACHAON" 3rd July New York, Boston & Baltimore

INWARD SERVICE

"BARREDOX" Due 29th May For Shanghai & North China Ports
"ANTHOUS" Due 28th May For Shanghai, Kobe & Yokohama

PASSENGER SERVICE

"ARNEAS" 11th June Singapore, Marseilles & London
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Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

LIST OF VESSELS EXPECTED TO BE IN WIRELESS COMMUNICATION WITH HONG KONG TO-DAY.
Durban Maru, Kaga Maru, Tydeus, Tjikarang, Franken, Morea, President Grant, Tai Poo Sek, Bintang.

PUBLIC HOLIDAY.

On Friday, the 24th inst. the G.P.O. and Branch Post Offices will be open from 8 a.m. to 9 a.m.
There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.
The Money Order Office will be entirely closed.

The Public are again reminded that the postage on newspapers published in Hong Kong and addressed to British Possessions, China and Macao is 2 cents for 4 ozs. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the senders' names and addresses they are disposed of in the Dead Letter Office.

INWARD MAILS.

From THURSDAY, MAY 23.
Shanghai and Amoy Luchow
Amoy Talamba
Europe via Suez (Letters and papers, London, 25th April and parcels, 18th April) Rajputana
Straits Rossington Court

FRIDAY, MAY 24.

Japan, Shanghai and Europe via Siberia
(London, 1st May) Morea
U.S.A., Canada, Japan and Shanghai President Grant
SATURDAY, MAY 25.
Shanghai and Swatow Szechuen
Straits Hakone Maru

SUNDAY, MAY 26.

For THURSDAY, MAY 23.
Formosa Sanuki Maru 3.30 p.m.
Amoy and Japan Yuen Sang 5 p.m.
Tourane Chung Kong 5 p.m.
Saigon Clara Jebson 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles Morea (Due Marseilles, 22nd June.)

K.P.O.

Parcels May 23, 4.30 p.m.
Registration May 25, 9 a.m.
Letters 10.30 a.m.
G.P.O.

FRIDAY, MAY 24.

Parcels May 23, 5 p.m.
Registration May 25, 9.45 a.m.
Letters 10.30 a.m.
G.P.O.

SATURDAY, MAY 25.

Parcels May 24, 8.30 a.m.
Registration May 25, 9 a.m.
Letters 9 a.m.
G.P.O.

SUNDAY, MAY 26.

Parcels May 24, 8.30 a.m.
Registration May 25, 9 a.m.
Letters 9 a.m.
G.P.O.

*Correspondence bearing vessel's name only.

BIRTHDAY "GIFT" FOR GOLFER

WINS CONTEST

HORTON SMITH RETAINS LEAD TO THE FINISH

GEORGE DUNCAN RETIRES

Paris, Yesterday.
At St. Cloud Aubrey Boomer in the third round did it in 61, with a record card reading:
Out. 3, 5, 4, 4, 4, 3, 3, 4, a total of 38.
In. 3, 4, 3, 3, 3, 2, 4, 3, a total of 28.
Apart from missing six-foot putts at the eleventh and twelfth, his golf was flawless. He putted at the other holes with uncanny accuracy.

The leaders at the end of the third round are:

Horton Smith 70, 202
Aubrey Boomer 61, 207
Sarazen 67, 213
Duncan 73, 216
A. Boyer (Nice) 73, 219
Farrell 74, 219
Henry Cotton 75, 219

Final Scores

—The winner of the tournament was C. Horton Smith.
Fourth round and aggregate scores are as under:

C. Horton Smith (U.S.A.) 66-56-70-71=263
Henry Cotton (British) 73-71-75-74=293
Gene Sarazen (U.S.A.) 75-71-67-72=285
W. Hagen (U.S.A.) 73-72-72-70=287
J. P. Farrell (U.S.A.) 74-71-290*
A. Boyer (Nice) (British) 73-73=292*
Aubrey Boomer (British) 61-71=278*
Joe Turnesa (U.S.A.) 72-294*
*Previous round scores not cabled.

George Duncan (Irish) retired after the third round owing to an attack of sciatica.

HAGEN HAD ENOUGH!

Won't Meet Archie Compston Next Week

Walter Hagen, who competed in the St. Cloud tournament, stated that he will be unable to fulfil his engagement to meet Archie Compston at Moor Park on May 31 and Birmingham on June 1. He said, "I am very tired. I require a rest."

Hagen added, "I have had a strenuous time, and could not do justice to myself or the public by going on with the matches against Compston. I regret it very much, but what more can I do? I shall go to Germany, afterward to the south of France, before returning to America in about a week's time."

Robert Harlow, Hagen's manager, stated that he was quite willing to provide as substitute Joe Turnesa, the winner of the Thousand Guineaes tournament last week.—Reuter.

Writing in a Scottish paper a few weeks ago a golf contributor stated:

A friend of his told me at Glenelg a few years ago that at the big tournaments in America the principal question among the competitors is almost invariably, "What is Bill doing?" There will be a piquant note added to their anxiety at Muirfield.

Bill, however, will have to do something very brilliant to get a share of the limelight in such a gathering. On the other hand it may be thrust, unwanted perhaps, on another of the Americans—Horton Smith. Scidmore has there been such a chorus of praise regarding a rising star as that which has been handed to Smith, and that there is point in it, is indicated by his recent achievements, which include a match play win over Hagen.

When I met Bobby Cruickshank a few weeks ago, the name of Horton Smith was continually on his lips. "A great boy," "You will like him immensely," "The man to watch," and various other tributes were paid freely and generously. Now Macdonald Smith has arrived and has raised his voice in a similar strain in praise of his "yellow clansman."

Horton evidently is "the goods" in a land that has developed the art of producing them, and that is a sufficient recommendation in this country, but there is a lot of wisdom in the warning to beware "when all men shall speak well of you," and Smith may find it difficult to live up to the praise of his sponsors.

AMERICA'S LAWS

PROBLEM OF THEIR ENFORCEMENT

COMMISSION'S POWERS

Washington, Yesterday.
President Hoover has invited the members of the newly-appointed Law Enforcement Commission, including ex-Attorney-General George Wickersham, and Miss Ada Comstock, to assemble at a White House luncheon on May 28.

It is pointed out that the forthcoming inquiry will not be confined to the question of Prohibition, but will have a much broader scope. The Commission, which represents every section of the country, will hold extended hearings at Washington and other cities, in an effort to determine the basic causes of the spread of crime.

All the members are lawyers except Miss Comstock.—Reuter's American Service.

DEGREES

Temperature, 10 a.m., to-day 81
Temperature, 2.30 p.m., yesterday 88
Humidity, 10 a.m., to-day 89
Humidity, 2.30 p.m., yesterday 69

VAN LEAR BLACK

TO FLY FROM CROYDON TO TOKYO AND BACK

LEAVING ON MAY 31

London, Yesterday.
The American millionaire, Mr. Van Lear Black, leaves Croydon on a flight to Tokyo on May 31, via India and Bangkok, returning via Russia.

The aeroplane, which was used on Mr. Black's recent trip to the Cape, is now in the final stages of overhaul at Amsterdam, after an accident in the South of France, which concluded the Cape flight.—Reuter.

The following appointments in the Malayan Civil Service are notified in the "Strait Government Gazette":—Mr. J. D. Hall, to act as Secretary to High Commissioner for the Malay States, Mr. A. S. Haynes, to act as Secretary for Postal Affairs, S.S. and F.M.S., Mr. A. C. Boyd, Mr. L. S. Freer and Mr. A. D. York, to be collectors of Land Revenue, Malacca, Lieut. Commander J. C. Derrick, R.N.R., to be Observer, Time Balls and Deputy Registrar of Shipping, Singapore, and Mr. R. E. Hope-Falkner to act as an Assistant Superintendent of Police, S.S. Mr. J. I. Miller is promoted to be an Officer in Class III of the Malayan Civil Service.

ed by his recent achievements, which include a match play win over Hagen.

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TO-DAY ONLY

at 2.30, 5.20, 7.15 and 9.15 p.m.

MARION DAVIES

"THE PATSY"

with Marie Dressler
Lawrence Gray

Love, laughs and leap
year in Marion Davies' greatest comedy.



AT THE MAJESTIC Nathan Ed. Kowloon.

WILL THE GERMANS PAY?

A NEW MEMO

EXPERTS' COMMITTEE AND REPARATIONS PROBLEM

MORE WRANGLING LIKELY

Paris, Yesterday.

The creditor nations have presented a memorandum to the German delegation, agreeing that Germany pay an average annuity of 2,050 million Marks plus a reimbursement to Belgium for the Marks issued during the German occupation.

It is virtually identical with Mr. Owen Young's plan, but there is no mention as to how the payments will be distributed.

It is certain that Dr. Schacht will not accept the reparations creditors' suggestions wholly and that a stiff fight is ahead before a compromise on many points is likely to be reached.

The creditors are completely agreed on the problem of distribution. Likely stumbling-blocks include the German objections to the proposed special payment to Belgium; secondly, the limited character of the creditors' concession with regard to the release of the Dawes' lien on railways; thirdly, the creditors' refusal to grant a two years' moratorium for payments.

The German delegation has started conversations with the Americans as intermediaries.—Reuter.

INDIAN AGITATOR

SENTENCED TO DEATH ON MURDER CHARGE

Lahore, Yesterday.
A Moslem named Iham Din has been sentenced to death for the murder of Raj Pal, the noted Indian publicist.—Reuter.

CANTON INS.

(Continued from Page 1.)

The surplus to be dealt with is \$1,086,868.10, out of which has been paid an interim dividend of \$18 per share. We now recommend the payment of a final dividend of \$22 per share and the transfer of the balance, amounting to \$686,868.10, to Underwriting Suspense Account to close 1927 and previous years. The balance of \$1,857,848.66 at credit of 1928 account allows of the payment of the usual interim dividend of \$18 for that year.

I do not think there is anything further that calls for special reference but I shall be pleased to answer, to the best of my ability, any questions arising out of the accounts which shareholders may wish to put, after have accounts themselves have been duly seconded.

I now propose the following resolution:—

"That the report and accounts, as presented, including the payment of a final dividend in respect of the year 1927 of \$22 per share and an interim dividend in respect of the year 1928 of \$18 per share and the addition of \$686,868.10 to Underwriting Suspense Account be adopted and passed."

Mr. D. V. Stevenson seconded, and the proposal was carried unanimously.

Other Business

Mr. C. Bernard Brown proposed that Sir Robert Ho Tung, Messrs. A. H. Compton, L. Dunbar, A. S. Gubbay, H. Humphreys, T. E. Pearce and A. H. White be re-elected to the board of Consulting Committee.

This was seconded by Mr. Ho Kom-long and carried.
Messrs. Lowe, Bingham and Matthews, and Messrs. Percy Smith, Seth and Fleming, were re-elected auditors of the company on the proposal of Mr. J. Arnold and seconded by Mr. Lo Man-hin.

Shares Represented

Altogether 680 shares were represented by the following who were present at the meeting. Mr. B. D. F. Beith (Chairman), Mr. H. W. Moon (Acting Secretary), Messrs. A. H. Compton, A. S. Gubbay, H. Humphreys, T. E. Pearce, and A. H. White (Consulting Committee).
Shareholders present were Messrs. Ho Kom-long, Lo Man-hin, D. V. Stevenson, J. Arnold (representing the Hong Kong and Macao Steamboat Company), C. Bernard Brown, L. S. Greenhill, Ho Leung, A. H. Rumsdell, and J. H. Seih.

JOHN BARRYMORE

The screen's most distinguished actor
IN A STIRRING ROMANCE OF THE
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With DOLORES COSTELLO, SAM DE GRASSE

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At 2.30, 5.10, 7.15 & 9.20.

A tale of love turned by a jealous obsession into a fury of hate and final regeneration!

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at 5.15 & 9.20 Only.
2.30 & 7.15, Chinese Picture, "The Girl General," Pt. 2.

THE intriguing story of a clever wife, a charming little "gold-digger" and a husband who knew nothing about women!

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Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 38, Wyndham Street, Hong Kong.